



PLACER COUNTY PLANNING DEPARTMENT

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January 6, 2003

Charles Zeier
Harding ESE, Inc.
1572 E. College Parkway, Suite 162
Carson City, NV 89706

Subject: **Kings Beach Commercial Core Improvement Project**

Dear Mr. Zeier:

The Notice of Preparation (NOP) review period for the subject proposal ended **December 23, 2002**. Comments regarding the NOP are attached for your review and response in the Environmental Impact Report (EIR). Any additional comments that may be received will be forwarded to you by fax.

Sincerely,

A handwritten signature in cursive script that reads "Lori Lawrence".

LORI LAWRENCE
Planning Technician/Environmental Coordinator

Attached comments:

Robert Erlich, California Regional Water Quality Control Board-Lahontan
Virginia Esperanza, California Tahoe Conservancy
Daniel Sussman, League to Save Lake Tahoe
Comments recorded at 12/5/02 Scoping Meeting
Kerry Wicker, California Department of Fish & Game
Rick Marshall
Tom Burt
Keith Vogt
Kenneth Arnett
Candy Dowdle
Larry Dowdle
Wyatt Ogilvy
Theresa May Duggan
Dave Owen

Kathryn Kelly
Anthony Graeber
Tom & Priscilla Mills
Scott Shane
Jill Sarick
Randall Osterhuber
William Johnson
Judy Layton
Mary Ann Burt
Mike Thomas

cc: Dan LaPlante
Bob Costa
Ken Grehm
Jennifer Merchant
Daniel Sussman
Amy Linnerooth
ERC members



California Regional Water Quality Control Board

Lahontan Region

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Gray Davis
Governor

DEC 26 2002

DEC 23 2002

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Lori Lawrence, Environmental Review Clerk (sent via facsimile 12-23-2002)
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603

**STAFF COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT
ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT
FOR THE KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT
(SCH# 2002112087)**

The staff of the California Regional Water Quality Control Board, Lahontan Region (Regional Board) has received the Notice of Preparation of a Draft Environmental Impact Report/Environmental Impact Statement for the Kings Beach Commercial Core Improvement Project (KBCCIP). Thank you for the opportunity to participate early in the planning process for the projects in the Kings Beach community and to provide comments on the environmental process. As requested by your agency, this letter provides Regional Board staff (staff) views on issues, potential alternatives, and assumptions which we believe should be used as part of the environmental review process for the KBCCIP.

Proposed Project and Overall Issues

The project description states that the proposed project involves reconstruction of portions of State Route 28 (SR 28) and other improvements within the Community Plan boundaries of Kings Beach. The project involves roadway improvements, pedestrian and bicycle access improvements, replacement parking, upgrades to drainage system capacity, and water quality improvements.

Placer County has been studying the entire Kings Beach watershed to assess the role of the KBCCIP in meeting water quality objectives and to plan for water quality improvement projects further upstream from the KBCCIP General Study Area. The KBCCIP project is at the bottom of the watersheds in Kings Beach. If the preferred water quality improvements proposed for the KBCCIP will not result in storm water runoff which meets water quality objectives at the points of discharge to Lake Tahoe, additional water quality improvement projects will be required by 2008 within or above the KBCCIP project area. Please explain how the environmental documents can address the potential need for additional projects in assessing the impacts of the water quality alternatives being considered.

Increasing the conveyance system capacity could have negative impacts on water quality by more easily conveying nutrients, fine sediment and other pollutants in storm water directly to Lake Tahoe. Improvements to storm water collection facilities will improve the quality storm water delivered to Lake Tahoe only if treatment BMPs will be effective in removing pollutants

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from conveyed runoff. While source control by stabilization or protection of unpaved surfaces is very important, treatment is required for storm water runoff from paved areas which contain pollutants originating from atmospheric deposition, snow removal and de-icing practices, road wear, and other processes.

Much of the privately-owned land adjacent to SR 28 in the Commercial Core is already paved, and runoff from these lands will reach the County's conveyance system. The need statement acknowledges that limited space is available within the project area to accommodate large treatment facilities for area-wide storm water flows, and states that treatment will be required for collected and conveyed storm water. If these space limitations are severe, alternatives which consider treatment facilities which could be located outside of the KBCCIP study area should be explored. Active treatment systems to remove pollutants from conveyed storm water should be one of the water quality alternatives analyzed in the environmental documents.

It is not clear how the project will, on its own, or in conjunction with future projects within the KBCCIP project area or within other parts of the developed watershed, meet water quality requirements. Three previous letters which also address these issues are enclosed. These letters provide additional information on water quality issues that have been discussed during project planning in 2001 and 2002. Sections that concern the environmental process are highlighted by arrows.

Notice of Preparation Information Package

Page 5. Need Four – Improve Water Quality.

The correct name for the document referred to as the Basin Plan is the *Water Quality Control Plan for the Lahontan Region*. Chapter 5 of the Basin Plan is the *Water Quality Standards and Control Measures for the Lake Tahoe Basin*. The Basin Plan contains numerical storm water effluent limitations for both surface discharges and runoff discharged to infiltration systems. Chapter 4 of the Basin Plan discusses the implementation program and time schedules required to protect beneficial uses and to achieve water quality objectives. In the Lake Tahoe Basin, governmental agencies assigned to maintain roads are required to retrofit existing roads to handle storm water runoff from the 20-year, 1- hour storm, and to restabilize all eroding slopes by 2008.

In addition to the requirements in the Basin Plan, Board Order No. 6-00-82 contains the Regional Board's Waste Discharge Requirements for Placer County for Storm Water/Urban Runoff Discharge. With few exceptions (storm water discharge from federal, state, or regional entities), Placer County is responsible for all storm water/urban runoff within its boundaries. Placer County is participating in an implementation program which has a goal of completing storm water/erosion control projects to achieve compliance with permit requirements (including the numerical storm water effluent limitations) by 2008. Requirements for Caltrans Storm Water Discharges are written into another NPDES permit (Order NO. 99-06 – DWQ). Caltrans is responsible for meeting numerical effluent limitations for storm water generated within their facilities and for completing retrofit projects by 2008.

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Page 7-10 Lists of Alternatives.

While addressing the separate elements of the project, i.e., roadway, water quality, pedestrian access, parking, the environmental analysis should consider how the alternatives for each element affect meeting the needs identified for the other elements. In addressing needs to improve pedestrian and bicycle access along and across SR 28 and to improve aesthetic character of the Commercial Core, alternatives that decrease the amount of impermeable cover would make it easier to achieve water quality objectives by reducing the amount of storm water runoff generated which requires treatment within the project area.

Page 8 Storm Water Treatment Design Options.

To help determine how water quality improvements for the KBCCIP project area will help Placer County meet the 2008 retrofit requirements, Placer County has studied the entire watershed draining to the KBCCIP project area. If treatment facilities for the KBCCIP project are designed to be sufficient to accommodate only storm water collected from Caltrans and Placer County rights-of-way within the project area, it is not clear how Placer County can provide treatment for all storm water originating within the project area. A discussion of additional improvements required to treat runoff originating above the KBCCIP is also required in analyzing the water quality benefits of storm water treatment alternatives.

Page 10 Environmental Components – Water Quality

If the preferred alternative does not include adequate treatment BMPs to meet water quality requirements, the County should consider future environmental impacts from additional required water quality retrofit projects within the Commercial Core area and nearby developed portions of the Kings Beach watersheds.

Page 14 Project Time Schedule

While estimating that the environmental document will require 24 to 36 months, the project time schedule identifies no milestones between 09/2001 and 4/2004. Additional milestones should be identified in the project alternatives selection, project design, funding, and environmental review processes.

Initial Project ApplicationGeology and Soils

- 9. Deep excavations may also be required for installation of water quality treatment facilities.
- 13. Sediment could be discharged into lakes or streams during construction if appropriate construction site BMPs are not installed and maintained. Additional sediment could be discharged to Lake Tahoe if conveyance system capacities are increased, and if treatment BMPs are not able to remove conveyed sediment.

Drainage and Hydrology

- 18. Any increase in coverage which increases storm water runoff should be mitigated.
- Opportunities to increase infiltration with permeable pavement or permeable snow storage areas

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should be analyzed. Where allowed by site conditions, on-site infiltration should be used to reduce storm water runoff which would otherwise reach the regional conveyance systems and require treatment.

20. Irrigation return flows and construction wash water could be discharged to surface waters. Nutrients and fine sediment which affect lake clarity should be mentioned as contaminants in storm water runoff.

21. The project may involve physical alteration of the in-channel pond constructed in Griff Creek north of SR 28.

Vegetation and Wildlife

31. Changes to riparian habitat along Griff Creek could result from increasing the capacity of culverts under SR 28.

Hazardous Materials

66-68. Project construction may involve handling, storage and transportation of hazardous materials such as oils, lubricants, and fuels.

Initial Study

Land Use Planning

1.b. If the preferred alternative does not produce storm water discharge which meets effluent limitations and other water quality requirements, additional projects will be required by 2008 within or adjacent to the project area. Construction of these projects may result in additional costs and environmental impacts.

Geological Problems

3.e-f. Increasing the capacity of culverts could result in additional erosion of soils or changes in deposition or siltation along streams.

Water

The explanation provided by the Department of Public Works suggests that the project will be designed to provide storage sufficient to detain the 20-year, 1-hour storm. Regional Board staff has repeatedly expressed concerns that it has not yet been demonstrated that designs which have a storage capacity to detain the 20-year, 1-hour storm (particularly if runoff is calculated only for public rights-of-way) will be adequate to meet water quality objectives and numerical effluent limitations. Until water quality objectives are better defined, and there is an understanding how water quality alternatives will be analyzed to determine whether they meet water quality objectives, it will be difficult to reach agreement on the preferred water quality alternative. Analysis of impacts will be difficult without additional information on the type, location, and size of storm water treatment BMPs.

4.c-g. Some of the BMPs considered may have potential significant impacts. Additional information on these BMPs should be provided before determining that these impacts are less

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than significant. Impacts from construction should be analyzed and avoidance or mitigation measures should be used.

Biological Resources

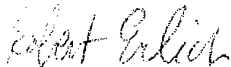
7.c Impacts to wetlands or stream environmental zones should be analyzed and mitigation measures should be described.

Hazards

9. c-d. Vector control issues should be considered in selecting storm water conveyance and treatment BMPs.

The Regional Board looks forward to working with you to develop an effective and acceptable environmental document that will ensure the protection of Lake Tahoe. Should you have any questions concerning these comments, please Doug Smith, Acting Chief, Lake Tahoe Watershed Unit at (530) 542-5453 or me at (530) 542-5433.

Sincerely,



Robert Erlich
Environmental Scientist

Enclosures: Regional Board staff letter to Rebecca Bond dated November 8, 2002
Regional Board staff letter to Leslie Burnside dated August 23, 2002
Regional Board staff letter to Dave Zander dated November 27, 2001

Bill Coombs/ Placer County Planning Department
Larry Benoit and Charles Emmett/ Tahoe Regional Planning Agency
John Holder and Mike Forga/ Caltrans District 3
Dave Zander/ California Tahoe Conservancy
State Clearinghouse

RE- T:KBCCIP-NOP Comments

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California Regional Water Quality Control Board

Lahontan Region



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November 8, 2002

Rebecca Bond
Associate Civil Engineer
Placer County Department of Public Works
11444 B Avenue
DeWitt Center
Auburn, California 95603

DRAFT COMMENTS ON KINGS BEACH WATER QUALITY PLANNING GRANT TASKS 3-5

Using a planning grant from the California Tahoe Conservancy, Placer County Department of Public Works (County) is completing planning activities to identify a preferred design alternative for the entire Kings Beach watershed area. The County is evaluating total runoff flows, pollutant loadings, and potential treatment locations and strategies for the entire watershed. This information will be used to design water quality improvements for the multi-agency Kings Beach Commercial Core Improvement Project and for future County projects within developed areas in Kings Beach.

The County submitted draft reports for agency review on Task 3 (Studies of Existing Conditions to Meet Regulatory and Funding Agency Needs) and Task 4 (Selection of Overall-Project Water Quality Improvements to be Studied) in mid-October 2002, and requested agency input on the selection of four alternatives for further study. The County's schedule calls for the consultant to evaluate the alternatives and present a draft report with a preferred alternative (Task 5) by November 20, 2002.

→ The consultant gave us two additional draft reports on the hydrologic design and pollutant load estimation approach at our October 30, 2002 meeting. We are concerned that those two reports contain information needed for our review of Tasks 3 and 4 as well as the Task 5, and that County's completion schedule does not allow adequate time for us to review these important planning grant products. The information on hydrologic design and the pollutant load estimation approach does not enable us to adequately assess whether proposed alternatives will meet water quality objectives. It is important to the Regional Board that Placer County consider alternatives that are designed to be effective in removing nutrients and fine particulate loads under realistic site conditions.

→ Comments on Task 3 draft report

I have previously expressed my concerns that the Task 3 focus on 20-year 1-hour treatment design volume should not imply that facilities sized to contain 1-inch of runoff would meet the Regional Board's effluent limits or even maximize the cost-benefit ratio of efforts to reduce nutrient and fine sediment loads. To better assess proposed treatment methods, I suggested that designs consider the flows and loads the facilities would actually receive. Task 3 specifically

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called for the **calculation for total runoff to include volumes for all impervious surfaces** within the watershed, so I believe the report is deficient in neglecting runoff from impervious surfaces outside of the right-of-way. Ignoring the impervious surfaces on developed parcels within Kings Beach results in underestimating the flows reaching the existing or proposed infiltration/detention facilities, and overestimating the size of the design storm that could actually be infiltrated or treated in these facilities. Therefore, the estimate that an additional 5.41 acre-feet of infiltration capacity would be adequate to meet treatment requirements may be too low. Please add columns to Tables 2.0 and 3.0 showing required treatment capacity based on volumes from all impervious surfaces within the watershed. It would also be prudent to add additional columns which include expected runoff from permeable surfaces both on rights-of-way and on other parcels at least throughout the developed portion of the watershed.

The estimation of runoff curve numbers and directly connected impervious cover for the developed watershed already appears in the Hydrologic Approach report and could be used in estimating total runoff from all impervious areas and total expected runoff from the developed watersheds under existing and fully-BMPed private parcel conditions. If you provide new estimates of existing and required treatment capacities which include additional contributing areas, please specify which Antecedent Moisture Condition class and hydrologic soil groups you are using in estimating runoff curve numbers. Based on soil mapping, it appears that approximately 85% of the developed portion of Kings Beach is in Hydrologic Soil Group C.

The explanation that contributions from private properties were not calculated because the purpose of Task 3 is to determine the portion of treatment capacity the public entities were responsible for and that "TRPA addresses infiltration of runoff on private properties by requiring the installation of BMPs on private property" is inaccurate. The municipal NPDES storm water permit (Board Order No. 6-00-82) states that Placer County is responsible for storm water/urban runoff within the legal boundaries of Placer County, excluding runoff from Caltrans and other federal, state and regional entities. Along with TRPA and the Regional Board, the County has an interest in and incentive for promoting installation of BMPs on private property. If effective BMPs are not installed on private property, Placer County will need to provide substantial additional treatment beyond designing primarily for flows and loads generated only from the rights-of-way.

The planning for projects within the Kings Beach watershed should account for the current level of BMP installation and effectiveness on private properties and consider how much additional treatment and flow reduction for runoff from private parcels can be realistically expected. For example, some commercial properties may be 90% impervious cover and located in areas with relatively high seasonal water tables. While it may be possible for the property owner to install BMPs to remove pollutants from storm runoff, infiltration or detention is not feasible. Little reduction in flow would be expected, and it may not be practical to exclude this runoff from the runoff generated from public rights-of-way by creating a separate conveyance for "treated" private runoff. Some runoff from private parcels would be expected even if BMPs are installed

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on all private parcels, and limiting estimation of treatment design volume needs to impermeable rights-of way will interfere with your ability to realistically evaluate load reduction from design alternatives.

Comments on Task 4 draft report

2.1 Scoping of the Problem. While the concept of a linear relationship between load reduction and capital costs seems reasonable, the information provided on design volumes or flows, load estimation and load reduction estimation, and project costs is not adequate to determine that there is a linear relationship between load reduction and capital costs. The high estimated costs of Alternatives 11-13 each includes \$16 million of mandatory BMP compliance costs, while the other alternatives do not show any costs for additional capital improvements or maintenance which would be needed in the absence of mandatory BMP compliance. An additional \$20-30 million of capital and maintenance costs were added for chemical treatment plant(s) for Alternatives 12 and 13, even though "chemical" treatment could be as simple as a sack of flocculant in vaults designed to handle overflows from sedimentation/infiltration basins.

→ 2.1.2 Sources of sediment and other pollutants does not list abrasives and deicers or road wear products.

→ 2.3 Identification of Tools. This section rates lists of source control and treatment type BMPs by estimated load reduction classes. Sidewalk installation and pavement rehabilitation are given high ratings for estimated load reduction, while load reduction is rated as "none" for parking barriers and "low-moderate" for sediment basins. While this rating system addresses relative load reduction for individual BMPs, we recommend you look at a series of BMPs in the context of how they would be designed and used as part of a treatment train. For example, infiltration galleries or basins might only have moderate-high load reduction if they are sized to not bypass flows frequently during the wet season, or if there are other BMPs such as vaults with flow-dependent filtration/adsorption systems to handle much of the discharge from longer duration runoff events that would overflow the basins without generating high discharge rates.

2.4 Strategic Emphases. I am having difficulty understanding the use of the Table 1 which generally repeats the same lists of constraints for each strategy in the developed watershed. The Active Strategy only identifies total conveyance to a treatment plant. Alternatives 12 and 13 emphasize the active strategy for developed areas and exclude most of the flow strategy and conventional strategy load reduction BMPs. There are no alternatives that combine the active strategy with substantial conventional and flow strategy treatment BMPs. There are inconsistencies between Table 1 and the draft alternatives matrix. Basins are part of the conventional strategy in Table 1 and the flow strategy in the alternatives matrix.

→ 3.0 Alternatives Development The two-dimensional matrix is a useful approach which is easily understood. However, there should be additional work to develop hybrid strategies within the high load reduction column. It is difficult to select high cost alternatives for further study without

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having more information on how large the incremental load reduction benefits would be. Since there is little interest in proceeding with further work on the low or moderate load reduction columns, it would be useful to see development of more reasonable high load reduction alternatives before selecting alternatives for further study. Only two weeks are available for development of the detailed alternatives and for the preparation of the draft report identifying the preferred alternative. These are crucial steps in the water quality planning process, and should not be rushed. There may be several alternatives in the high-load, moderate or high maintenance categories that could be developed, and should be seriously considered as alternatives selected for further study.

→ **Comments on draft Hydrologic Approach¹**

Designing for a treatment volume equal to a 24-hour precipitation depth of 90% of the storms should not imply that designs would treat 90% of the storm runoff. While the Hydrologic Approach paper says that "As treatment capacity increase beyond the inflection point, there is little increase in the number of 24-hour storm events for which the entire runoff volume is treated" there would still be significant increase in the % of the volume of rainfall that could be treated. The draft report states that the inflection point corresponding to the 90 percentile storm approximates the inflection point of the precipitation frequency curve and represents the optimization of treatment efficiency for a 24-hour runoff volume. Please provide further evidence to support this statement.

It should be possible to calculate what % of total (average annual or period of record) precipitation occurs during the largest 10% of the storms. Please also calculate a 24-hour precipitation depth that accounts for 90% of the average annual precipitation. The 90% storm design standard also assumes that antecedent moisture conditions have no impact on available treatment volume, and that there is a good correlation between precipitation and runoff, even in winter. While much of the winter precipitation occurs as snow, there are significant rain events each winter, and snowmelt during warm spells or in late winter also would have major impacts on available storage capacity in treatment facilities sized for 90% storm.

Using 1931-1961 precipitation data from Tahoe City from a rather old and admittedly obscure 1967 report² on probabilities of precipitation in the western states, the probability of receiving at least 1.0 inch of precipitation/week exceeds 20% for the five months from November through March. The probability of at least 2 inches of precipitation/week each year exceeds 10% for approximately the same five months. The probability of at least 0.6 inch/week generally ranges

¹ The document I received ended at page 6. Please inform me if I did not receive the complete document.

² Gifford, R.O., Ashcroft, G.L., and Magnuson, M.D., Probability of Selected Precipitation Amounts in the Western Region of the United States. Agricultural Experiment Station, University of Nevada, T-8. 1967

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from 40-60% during this period. This information may help you assess Antecedent Moisture Conditions class when working with runoff curve numbers.

The report also uses a threshold storm method based on identifying a threshold storm (4.3 inches/ 24 hr) at which runoff dominance shifts from the developed watershed to the undeveloped watershed. The analysis lacks a discussion of whether runoff dominance has any relationship with pollutant load dominance. Since tributary runoff from the upper watershed (largely undeveloped) might be expected to have lower pollutant concentrations than urban runoff, please explain the significance of the shift in runoff dominance in terms of pollutant loads. The report then acknowledges that treatment of 4.3 inches of runoff is unfeasible and suggests using the portion of the runoff volume (1.8 inches) under the rising limb of a SCS type IA storm distribution for the 24-hour 4.3-inch storm.

The comparison with historic rainfall section uses an annual exceedence rather than partial-duration series to assess the recurrence period for 24-hour storms at Tahoe City. Figure 4 (Annual exceedence series for 24-hour storm Tahoe City, CA) would be more useful if displayed on Gumbel paper, so we can more easily see data points from the 1-10 year recurrence intervals which includes your design storm. Considering annual exceedence rather than partial-duration series ignores all storms that are less than the annual maximum storm. There may be several storms in a single year that exceed the design storm depths being considered, but only one storm a year is considered in the annual exceedence series. Table 1, which appears to be based on the annual exceedence series, displays frequency values for the frequency of only the annual maximum storms that exceed the treatment capacity. Please provide information on the total number of storms over the 59-year period of record that exceed the proposed design storm depths. This information should be available from the Tahoe City precipitation data set used in Figure 1.

At least some hourly precipitation data is available from a DRI website on SNOTEL sites. <http://www.wrcc.dri.edu/snotel/snocali.html>. This information can be used to provide more information on typical shorter duration storm intensities. The Tahoe City Cross-Country ski area) is the site nearest to Kings Beach. Hourly precipitation after 1996 is available as long as the period displayed is 30 days or less.

An example to demonstrate my concern about the 90 percentile storm as a water quality design standard is found in Tahoe City SNOTEL data from last year: Approximately 28" of total precipitation was recorded during the 2001-2002 WY. About 1/3 of the annual precipitation occurred when 9" was recorded from Nov 21-Dec 2, including about 4" during two 2-inch-24-hr rain events separated by 36 hours of dry weather. Your report acknowledges that these storms were among the few recent storms that would exceed proposed treatment capacity. Within this 10-day period there actually were 5 precipitation events of 1-inch or more precipitation.

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Though none of the events were close to a 20-year 1-hour (approximately 1-inch/hr/hr) design storm, your design approach and alternatives analysis should be modified to adequately assess whether these storms would actually be treated or bypassed by the proposed facilities.

→ **Comments on draft Pollutant Load Estimation Approach**

This material was reviewed only briefly. This approach appears to rely chiefly on relating the project area to tributary monitoring at Incline and Third Creeks. Most of the developed area in Kings Beach does not discharge to the major tributary (Griff Creek) and, as an “intervening area” between major tributaries, discharges directly to Lake Tahoe. While tributary monitoring at Incline and Third Creeks includes some runoff from developed areas, tributary monitoring data may not be appropriate for scaling procedures to estimate loads from the developed areas in Kings Beach which are not tributary to Griff Creek. Development extends further up the hill and is more dispersed in the Third and Incline watersheds, while development is concentrated on smaller parcels closer to the lake at Kings Beach.

Some data on pollutant loads and concentrations within developed “intervening areas” has been collected by TRG, and should be incorporated into load estimation. Data from two years of Caltrans stormwater monitoring should also be used in estimated loads, as well as information on use of abrasives and deicers by Caltrans and Placer County.

The report states that for each of the four alternatives selected, each storm event captured would be evaluated for BMP efficiency, and a bypass load would be estimated. Since most of the treatment proposed in the County’s preferred alternatives (7-10) is provided in sedimentation/infiltration basins, how will the load estimation handle antecedent precipitation? How will the load estimation handle runoff volume and load from private parcels within the subwatersheds which would reduce available basin capacity? The load estimation approach report also assumes that the bypass fraction (based on sizing basins for the 90% storm event from only the impermeable areas in the rights-of-way) in the developed watershed is not significant.

Additional work on and buy-in from reviewing agencies is needed on the Hydrologic and Pollutant Load Estimation approaches before these approaches are used in the evaluation of preferred alternatives.

→ **Alternatives for further study**

I am reluctant to choose from the alternatives put forward. Hybrid strategies that could provide more load reduction at a lower cost than Alternatives 10-13 need further development. All alternatives need to either include: 1) mandatory BMP compliance (with some details on the plan to achieve compliance) with a realistic appraisal of expected load and flow originating from private land following BMP compliance, or 2) how County and County-Caltrans shared facilities will treat runoff from private land with an assessment of load and flow originating from private land. Alternatives should be analyzed for load reduction potential using design sizing criteria other than just the 20-year 1-hour storm runoff from paved rights-of-way. A combination of

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BMPs that should be designed for concentrated runoff infiltration volumes, BMPs designed for concentrated runoff treatment flows, and BMPs that can reduce the volumes and peak flows that need to be conveyed should be considered.

- Since treatment volume size is a constraint, all alternatives could incorporate more efforts to reduce the collection and concentration of flows. For example, along some east-west streets flow from the south side of a crowned road may already sheet flow onto adjacent developed or undeveloped parcels. Use of publicly-owned parcels may already be considered, but public funding for enhancement of existing undersized BMPs or to make proposed infiltration BMPs on private parcels large enough to handle adjacent street runoff has not been considered. Paying \$1000/parcel for several hundred parcels for materials or excavation costs may be cost-effective when compared to costs for curb and gutter, storm drains, sand traps, vaults, and basins.
- Methods to better evaluate the performance of the design alternatives should be improved before rating the alternatives. Rather than analyzing just whether proposed treatment volumes are adequate (if treatment BMPs are empty) to contain a design storm depth, the analysis should consider BMP treatment alternative performance during a range of storm runoff events. Previous storms and snowmelt runoff and their impacts on available storage in volume-sized BMPs should be considered. If basins or galleries are full, are bypassed flows routed to other treatment BMPs or conveyed to the lake? What is the design capacity (volume or flow) of BMPs that would receive bypass flows? Consider how the alternatives would perform if the selected design storm occurred when treatment basins or galleries were half-full, or completely full. Consider how the alternative would perform during a 48 hour storm at twice the rainfall depth of the treatment storm. Some alternatives may be very effective at the design storm, but perform very poorly during the 10% of the storms that may carry 30% of the flow. Other alternatives may not perform as well during the design storm, but performance would not drop off as rapidly during larger storms. An approach to estimate load reduction over an entire water year should have been developed, reviewed, and agreed upon before we were asked to evaluate the thirteen design alternatives. It is important that this issue be resolved before completing substantial work on analyzing alternatives for the purpose of selecting a preferred alternative (Task 5).

Variants of Alternatives 8 and 9 deserve further study, and I would like to see the development of an Alternative 11 modified to include expanded snow hauling to a snow storage site with a treatment plant or other advanced filtration/adsorption system designed to remove pollutants from snow melt and possibly from vector decant liquids. Snow haul should be considered for snow from subwatersheds where the ability to provide adequate treatment is limited. Snow haul need not be limited to snow from public roads. Alternative 11 should include infiltration galleries or basins sized for larger runoff volumes, as well as other BMPs such as in-line filtration/adsorption for all but the highest discharges that would otherwise be bypassed when infiltration BMPs are full.

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Alternative 12 should be modified to include some aspects of the active strategy within subwatersheds where adequately-sized treatment facilities cannot otherwise be built. It should not be necessary to route all flows within developed Kings Beach watersheds to chemical treatment plants; key elements of the "flow-based" or "conventional" strategies may be the main treatment in some of the subwatersheds. More work should be done to look at feasible and lower-cost chemical or mechanical treatment processes that could be installed in sub-watershed scale facilities.

If at all possible, the County should take some additional time to better develop the alternatives to be selected for further study, and ensure that the further study and selection of preferred alternatives adequately assesses water quality benefits. If you have questions regarding these comments please contact me at (530) 542-5433.

Sincerely,



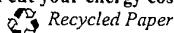
Robert Erlich
Environmental Scientist

c. Dave Zander – CTC
Larry Benoit, Charles Emmett – TRPA
John Holder, Caltrans District 3

T:KBWQPG Task 3-5 comments 11-02

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Winston H. Hickox
Secretary for
Environmental
Protection

California Regional Water Quality Control Board

Lahontan Region

Internet Address: <http://www.swrcb.ca.gov/rwqcb6>
2501 Lake Tahoe Boulevard, South Lake Tahoe, California 96150
Phone (530) 542-5400 • FAX (530) 544-2271



Gray Davis
Governor

August 23, 2002

Leslie Burnside *(via e-mail only, with copy to Rebecca Bond Placer Co.)*
Associate Environmental Scientist
Harding ESE, Inc.
Engineering and Environmental Services
1572 East College Parkway, Suite 162
Carson City, NV 89706

Kings Beach Water Quality Planning: Identification of Substantial Pollutant Sources and Water Quality Treatment Potential

Thank you again for your patience. I still have not been able to spend as much time as I would have hoped on this review, but I hope even these comments may be useful. Please share these with Rebecca Bond and others who have submitted comments.

2.1.2 Pollutant Source Descriptions

Page 2. Caltrans has already published information based on one year of sampling Tahoe Basin highway runoff at 3 south shore locations, and has been sampling at 6 locations in 2001-2002. I believe Caltrans has looked at nutrients concentrations related to sediment size, and provides some information on how Tahoe stormwater runoff compares with other runoff characterization sites in California for constituents such as nutrients and metals. Also check with Alan Heyvaert (UCD-TRG) or Dave Roberts (Lahontan RB-TMDL unit) for updates on their initial studies on intervening watershed runoff characterization for different land use types.

Can you provide additional information on air-borne deposition of various pollutants from various sources (dust, wood smoke, vehicles)? Even if some types of air-borne deposition would be uniform on undeveloped and developed lands, would the developed lands be more of a source because impermeable surfaces would not retain the pollutants.

Page 3. While effluent standards are currently set for total nitrogen and total phosphorus, we may be most interested in reducing biologically available or dissolved forms. Consider dropping "total" from the nitrogen and phosphorus parenthesis following the "Nutrients" bullet.

2.2 Field Investigation and Verification of Pollutant Sources

Page 4. During wetter years, I've observed roadside seeps and discharge from springs and ephemeral streams along the north and east sides of the developed portions of Kings Beach, even after spring snow melt. Flow from these sources generally travel along roadside conveyances, and may be routed into stormwater treatment facilities. Can you identify any of these flow sources on your maps identifying existing runoff patterns?

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Page 5. Hydrologic Connectivity. Appendix B mentions streams and/or SEZ. Can we use this to distinguish between connectivity to surface waters and near surface groundwaters? If the parcel is noted as SEZ, can you note whether the SEZ is related to channels or high water tables? More stormwater pre-treatment would be needed for infiltration in areas which are close to seasonal high water tables.

2.22 Rationale for Ranking, also Figure 2.0

Though we have discussed technical (GIS) issues which made it difficult to delineate road polygons, it would be very useful to show roads ranked as sources (perhaps based on information from Caltrans and Placer County on how much abrasives and de-icers are applied).

Page 6-7

Show significant source areas (dirt roads, bank erosion, etc.) within large parcels in appropriate colors on Figure 2.

3.0 Pollutant Source Control

→ Since deposition of airborne pollutants may be substantial, and could lead to loading from "hydrologically-connected" parcels that don't otherwise appear to be sources, the watershed based strategy should have some discussion of source control methods to reduce this loading, e.g., vegetation filter strips or other methods to retain on site, requirements to sweep, rather than use hoses or blowers to clean paved surfaces.

4.0 Potential Water Quality Treatment Sites

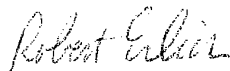
→ Page 9. Volume of flow and pollutant loading rates were listed as evaluated, but not assessed in Appendix C. Please explain when these factors will be used. Since some pollutant removal processes are based on flow (e.g., filtration) rather than volume please incorporate rankings that do not focus only on volume. There may be other areas in the report where it would be useful to specify the pollutant removal process, and whether it is flow-dependent or volume-dependent

Table 1.

Source Control Alternatives.

Can you include discussion of heated pavements/roadways as a source control alternative? There has been some new work on conductive pavements in Ottawa, which do not require heating pipes. May be costly, and may not have a long track record, but it should be mentioned, since it may be able to nearly eliminate use of abrasives.

Sincerely,



Robert Erlich
Environmental Scientist



Winston H. Hickox
Secretary for
Environmental
Protection

California Regional Water Quality Control Board

Lahontan Region

2501 Lake Tahoe Boulevard, South Lake Tahoe, California 96150
Phone (530) 542-5400 • FAX (530) 544-2271



Gray Davis
Governor

MEMORANDUM

TO: Dave Zander
Erosion Control Grants Program
CALIFORNIA TAHOE CONSERVANCY

FROM: Robert Erlich
Environmental Scientist
LAHONTAN REGIONAL WATER QUALITY CONTROL BOARD

DATE: November 27, 2001

COMMENTS ON THE KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT (KBCCIP) DRAFT WORK PLAN SUBMITTED BY PLACER COUNTY

Lahontan Regional Water Quality Control Board (Regional Board) staff have received a copy of the above-mentioned document. We understand that the Draft Work Plan will guide Placer County Department of Public Works (Placer County) in developing tasks, schedule, and budget for the KBCCIP. Regional Board staff have reviewed the Draft Work Plan and have the following comments.

Previous Kings Beach Studies and Water Quality Goals

Task 2.0 of the Draft Work Plan refers to tools developed during the KBCCIP Feasibility Study completed in 2000. The County has also developed a Kings Beach Drainage Master Plan. The Feasibility Study and Drainage Master Plan emphasized conveyance needs and improvements that could trap coarse sediments. Table 6 in the Feasibility Study summarizes recommendations from the Drainage Master Plan for sub-area water quality improvements, but does not discuss how to assess the effectiveness of the proposed project in meeting water quality goals set by LRWQCB and TRPA.

Proposed Workplan Tasks

Initial planning should include a comprehensive watershed analysis to estimate current pollutant loads, their sources, types of pollutant removal mechanisms being considered, and the ability of current and proposed facilities to treat runoff. Though it is useful to identify potential treatment sites early in the planning process, the proposed tasks do not assess how the proposed sites (or other sites within or outside of the project boundaries) could be used to meet water quality goals which require treatment to remove fine sediment and dissolved nutrients. Tasks 2 and 3 screen potential treatment sites using a variety of criteria. Although Task 4.0 addresses current facilities,

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the evaluation appears limited to the ability of existing BMPs to treat the 20-year, 1-hour storm event from only road rights-of-ways.

→ Only Task 3.2.f (\$9,100 combined consultant and county cost) considers whether proposed treatment sits are conducive to the treatment options being considered. For a project with proposed total capital costs exceeding \$24 million, and drainage improvement costs exceeding \$5 million (KBCCIP Project Study Report), the initial workplan needs much more emphasis on determining which treatment options can be used and how the project can meet its water quality objectives. Adequate resources should be set aside for tasks to identify pollutant load reduction associated with proposed BMPs and/or changes to land use or maintenance practices associated with this project.

→ **Municipal Permit**

Regional Board Order No. 6-00-82, NPDES Permit No. CAG616001 (Municipal Permit) contains specific Waste Discharge Requirements for the City of South Lake Tahoe, El Dorado County, and Placer County storm water and urban runoff. In addition to the 20 year, 1-hour design storm, the Municipal Permit includes numeric effluent guidelines specifying maximum allowable pollutant concentrations for storm water discharges. The analysis of current treatment facilities discussed in Task 4.0 should focus on the ability to meet effluent limits as required by the Municipal Permit as well as the potential to reduce overall pollutant loads. The Municipal Permit also holds the permittees responsible for all storm water runoff within their legal jurisdictional boundaries. As such, Placer County is responsible for meeting required runoff quality from commercial and residential properties. The planning of water quality improvements for Kings Beach should include an inventory of commercial parcels with and without BMPs and account for the runoff volume and pollutant load generated from these parcels. An analysis of expected commercial and residential BMP implementation would also be useful, along with an outreach program to encourage private and commercial property owners to install appropriate BMPs. Any water quality improvements should account for additional runoff from sites unlikely to implement BMPs within the next few years.

→ **Treatment Options and Site Selection**

Although the Draft Work Plan includes a thorough discussion of potential site analysis, there is little mention of which types of treatment processes (e.g., filtration, coagulation, infiltration, sweeping) may be used to remove pollutants of concern from stormwater and which BMPs may be installed. Regional Board staff encourage considering a broad range of BMPs to address storm water treatment, including vault systems, shallow wetland treatment basins, the use of adsorptive media, installation of regional storm water treatment plants sized for design storm runoff or for treatment of hauled snow and vector wastes, and other innovative treatment options. Potential to upgrade existing facilities with new technologies to improve pollutant removal should also be reviewed. Since various BMPs have different site requirements, the site selection

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process for new facilities should account for a wide range of potential BMPs. Access for maintenance and monitoring and required maintenance frequency should also be included in the site selection screening process.

Conclusions

Regional Board staff appreciate the time invested in the Draft Work Plan and the opportunity to comment early in the process. Thoughtful planning is the first step toward implementing successful water quality improvement projects. We would like to see additional emphasis placed on clearly defined water quality goals based on pollutant load reduction and compliance with the conditions of the Municipal Permit. By focusing BMP efforts on reducing fine sediments and dissolved nutrients, the Kings Beach Commercial Core Improvement Project can have positive impact on water quality in the Lake Tahoe Basin. The Guidance Document for Implementing BMPs in the Lake Tahoe Basin prepared by the Tahoe Interagency Roadway Runoff Subcommittee is available for additional information for both contractors and project planners. Please contact Robert Larsen at (530) 542-5439 if you are interested in a copy of the Guidance Document.

We appreciate your efforts to protect water quality in the Lake Tahoe Basin. If you have any questions please contact me at (530) 542-5433.

cc: Bob Costa
Engineering Manager
Placer County Department of Public Works

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CALIFORNIA TAHOE CONSERVANCY

2161 LAKE TAHOE BOULEVARD, SUITE 2
SOUTH LAKE TAHOE, CA 96150
(530) 542-5580

DEC 30 2002



PLANNING DEPARTMENT

December 23, 2002

Lori Lawrence, Environmental Review Clerk
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603

RE: Notice of Preparation for the Kings Beach Commercial Core Improvement Project

Dear Ms. Lawrence,

Thank you for the opportunity to respond to the Notice of Preparation (NOP). We are pleased that the County is undertaking this comprehensive project, and encourage maintaining the current proposed schedule in order to begin improvements in Summer 2006.

At this time, I would like to provide comments on the Kings Beach Commercial Core Improvement Project on behalf of the California Tahoe Conservancy's Public Access and Recreation Program. This program recognizes the need to provide regional access and recreation opportunities throughout the Basin, with an emphasis on providing access to regionally-significant lakefront and natural areas that receive or can accommodate significant visitor use. Trails linking recreation facilities are also given high priority.

The NOP states that the project was initiated by the need to improve pedestrian and bicyclist access along and across State Route 28 within the Kings Beach Commercial Core. To this end, we would like to emphasize the importance of safely-designed bicycle lanes. Where feasible, the project design should include bicycle paths that are separated from the roadway. However, recognizing that right-of-way width and other constraints may not allow this separation, sufficient space in the roadway must be identified and set aside for use by bicyclists, as mentioned in Section III (Need and Purpose) of the NOP Information Package.

The description of the Bicycle-Pedestrian Access option in Section IV (List of Alternatives) is unclear. Specifically, please clarify if there will be a 1.5m-wide striped bicycle lane in addition to the 2.4m-wide striped lane designated for parallel parking. If so, this configuration would be consistent with Caltrans and the American Association of State Highway and Transportation Officials (AASHTO) standards for Class II bicycle lanes. For your information, I have included excerpts of the Caltrans *Highway Design Manual* and the AASHTO *Guide for the Development of Bicycle Facilities* related to these standards. The bicycle lane striping, like other amenities proposed by the project, will need to be regularly maintained.

Lastly, regarding the bicycle lane, since the project is indeed listed under various Air Quality / Transportation Projects in the Environmental Improvement Program, the environmental

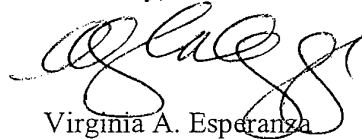
assessment should include some discussion that the lane may contribute to air quality benefits by providing a viable alternative to motorized travel, thus reducing vehicle miles travelled.

The project's emphasis on the pedestrian is a much-needed improvement to the Kings Beach Commercial Core. We suggest that native species be used for street trees, as they would be better-suited to both the environmental conditions and the character of the area. Furthermore, street improvements and amenities should not hinder access by the physically disabled. To the extent practical, the project should also be compatible with existing amenities provided by the Conservancy's projects, most notably the Kings Beach Plaza project on the south side of State Route 28 between Bear and Coon Streets.

Finally, Figure 5 of the NOP Information Package identifies several Conservancy and North Tahoe Public Utility District (NTPUD) properties as potential parking lot and drainage treatment improvement sites. Please recognize that the use of Conservancy properties, as well as any NTPUD property purchased through a grant from the Conservancy, must be consistent with the original purposes of acquisition. As you may be aware, the Public Access and Recreation Program is currently developing conceptual plans for the Secline Beach area (including the NTPUD property identified in Figure 5) and a land use and market feasibility study for the Conservancy property at the southeast corner of Coon and State Route 28. We will make every effort to coordinate our work with that of your proposed project.

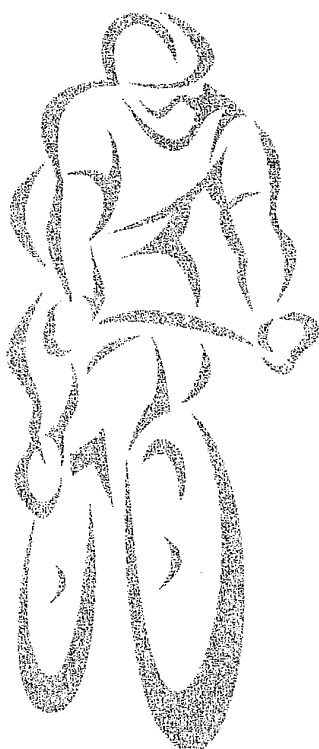
Please call me at 530-542-5580, extension 130 if you have any questions about my comments, or if our program staff can be of help in any way.

Sincerely,



Virginia A. Esperanza

enclosures



guide for the development of bicycle facilities



american association of
state highway and
transportation officials

444 north capitol street, nw
washington, dc 20001
(202) 624-5800 (tel)
(202) 624-5806 (fax)
www.aashto.org

1999

prepared by the aashto task force on geometric design

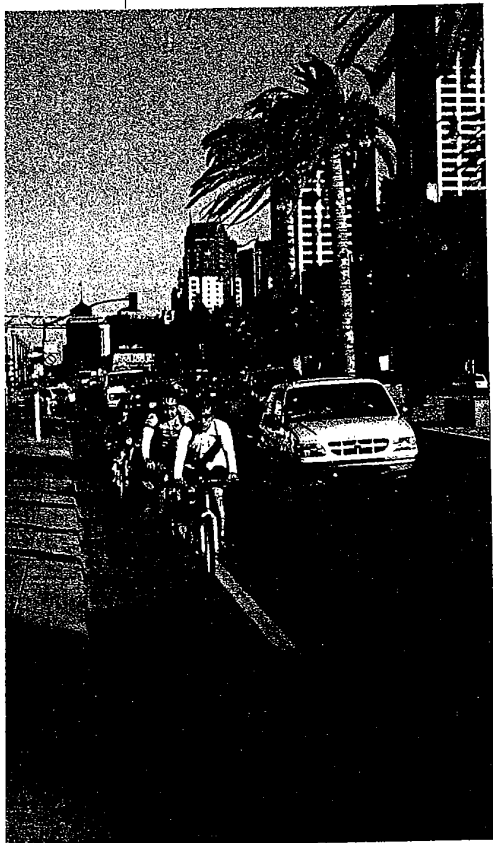


Figure 5. Bicycle Lane Markings



Design
Bike Lanes

Bike Lanes

Bike lanes can be incorporated into a roadway when it is desirable to delineate available road space for preferential use by bicyclists and motorists, and to provide for more predictable movements by each. Bike lane markings, as exemplified in Figure 5, can increase a bicyclist's confidence in motorists not straying into their path of travel. Likewise, passing motorists are less likely to swerve to the left out of their lane to avoid bicyclists on their right. Also see Chapter 2, Other Design Criteria, for additional information which applies to bike lanes. Drainage grates, railroad crossings, traffic control devices, etc., need to be evaluated and upgraded if necessary for bicycle use.

Bike lanes should be one-way facilities and carry bike traffic in the same direction as adjacent motor vehicle traffic. Two-way bike lanes on one side of the roadway are not recommended when they result in bicycles riding against the flow of motor vehicle traffic. Wrong-way riding is a major cause of bicycle crashes and violates the rules of the road as stated in the *UVC*³. Bicycle-specific wrong-way signing may be used to discourage wrong-way travel. However, there may be special situations where a two-way bike lane for a short distance can eliminate the need for a bicyclist to make a double crossing of a busy street or travel on a sidewalk. This should only be considered after careful evaluation of the relative risks and should be well documented in the project file.

On one-way streets, bike lanes should generally be placed on the right side of the street. Bike lanes on the left side are unfamiliar and unexpected for most motorists. This should only be considered when a bike lane on the left will substantially decrease the number of conflicts, such as those caused by heavy bus traffic or unusually heavy turning movements to the right, or if there are a significant number of left-turning bicyclists. Thus, left-side bike lanes should only be considered after careful evaluation. Similarly, two-way bike lanes on the left side of a one-way street could be considered with a suitable separation from the motor vehicle traffic after a complete engineering study of other alternatives and relative risks.

Bike Lane Widths

To examine the width requirements for bike lanes, Figure 6 shows four typical locations for such facilities in relation to the roadway. For roadways with no curb and gutter, the minimum width of a bike lane should be 1.2 m (4 feet). If parking is permitted, as in Figure 6(1), the bike lane should be placed between the parking area and the travel lane and have a minimum width of 1.5 m (5 feet). Where parking is permitted but a parking stripe or stalls are not utilized, the shared area should be a minimum of 3.3 m (11 feet) without a curb face and 3.6 m (12 feet) adjacent to a curb face as shown in Figure 6(2). If the parking volume is substantial or turnover is high, an additional 0.3 to 0.6 m (1 to 2 feet) of width is desirable.

Bike lanes should never be placed between the parking lane and curb lane. Bike lanes between the curb and parking lane can create obstacles for bicyclists from opening car doors and poor visibility at intersections and driveways and they prohibit bicyclists from making left turns.

Figure 6(3) depicts a bike lane along the outer portion of an urban curbed street where parking is prohibited.

The recommended width of a bike lane is 1.5 m (5 feet) from the face of a curb or guardrail to the bike lane stripe. This 1.5-m (5-foot) width should be sufficient in cases where a 0.3-0.6 m (1-2 foot) wide concrete gutter pan exists, given that a minimum of 0.9 m (3 feet) of rideable surface is provided; and the longitudinal joint between the gutter pan and pavement surface is smooth. The width of the gutter pan should not be included in the measurement of the rideable or usable surface, with the possible exception of those communities that use an extra wide, smoothly paved gutter pan that is 1.2 m (4 feet) wide as a bike lane. If the joint is not smooth, 1.2 m (4 feet) of rideable surface should be provided.

Since bicyclists usually tend to ride a distance of 0.8-1.0 m (32-40 inches) from a curb face, it is very important that the pavement surface in this zone be smooth and free of structures. Drain inlets and utility covers that extend into this area may cause bicyclists to swerve, and have the effect of reducing the usable width of the lane. Where these structures exist, the bike lane width may need to be adjusted accordingly.

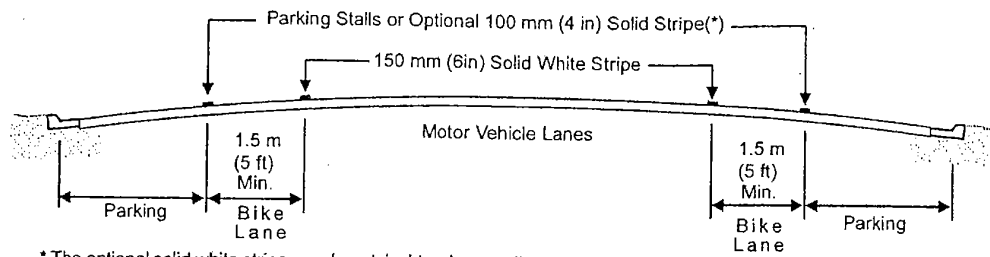
Figure 6(4) depicts a bike lane on a roadway in an outlying area without curbs and gutters. This location is in an undeveloped area where infrequent parking is handled off the pavement. Bike lanes should be located within the limits of the paved shoulder at the outside edge. Bike lanes may have a minimum width of 1.2 m (4 feet), where the area beyond the paved shoulder can provide additional maneuvering width. A width of 1.5 m (5 feet) or greater is preferable and additional widths are desirable where substantial truck traffic is present, or where motor vehicle speeds exceed 80 km/h (50 mph).

A bike lane should be delineated from the motor vehicle travel lanes with a 150-mm (6-inch) solid white line. Some jurisdictions have used a 200-mm (8-inch) line for added distinction. An additional 100-mm (4-inch) solid white line can be placed between the parking lane and the bike lane (see Figure 7). This second line will encourage parking closer to the curb, providing added separation from motor vehicles, and where parking is light it can discourage motorists from using the bike lane as a through travel lane.

Bike lanes should be provided with adequate drainage to prevent ponding, washouts, debris accumulation and other potentially hazardous situations for bicyclists. The drainage grates should be bicycle-safe. When an immediate replacement of an incompatible grate is not possible, a temporary correction of welding thin metal straps across the grates perpendicular to the drainage slots at 100-mm (4-inch) center-to-center spacing should be considered.

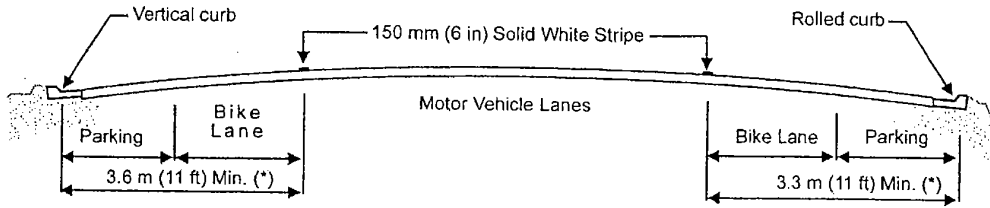


Design
Bike Lanes



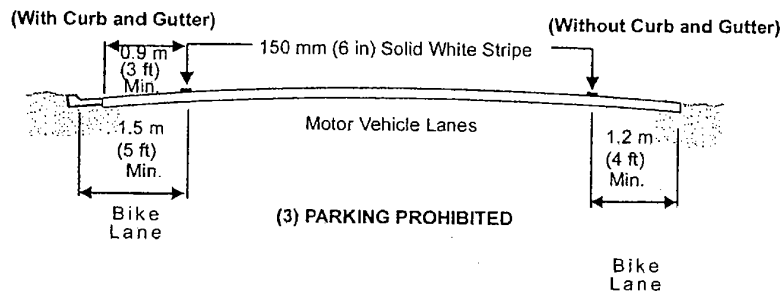
* The optional solid white stripe may be advisable where stalls are unnecessary (because parking is light) but there is concern that motorists may misconstrue the bike lane to be a traffic lane.

(1) ON-STREET PARKING

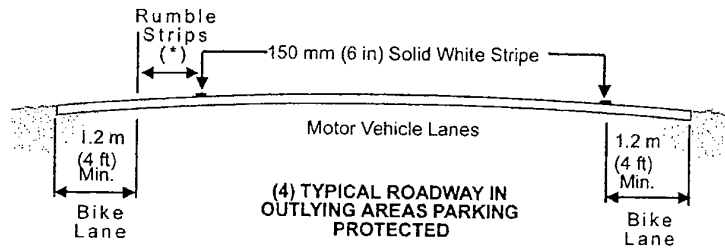


*3.9 m (13 ft) is recommended where there is substantial parking or turnover of parked cars is high (e.g. commercial areas).

(2) PARKING PERMITTED WITHOUT PARKING STRIPE OR STALL



(3) PARKING PROHIBITED



(4) TYPICAL ROADWAY IN OUTLYING AREAS PARKING PROTECTED

*If rumble strips exist there should be 1.2 m (4ft) minimum from the rumble strips to the outside edge of the shoulder.

Figure 6. Typical Bike Lane Cross Sections



- (15) *Barrier Posts.* It may be necessary to install barrier posts at entrances to bike paths to prevent motor vehicles from entering. When locating such installations, care should be taken to assure that barriers are well marked and visible to bicyclists, day or night (i.e., install reflectors or reflectorized tape).

Striping an envelope around the barriers is recommended (see Figure 1003.1G). If sight distance is limited, special advance warning signs or painted pavement warnings should be provided. Where more than one post is necessary, a 1.5 m spacing should be used to permit passage of bicycle-towed trailers, adult tricycles, and to assure adequate room for safe bicycle passage without dismounting. Barrier post installations should be designed so they are removable to permit entrance by emergency and service vehicles.

Generally, barrier configurations that preclude entry by motorcycles present safety and convenience problems for bicyclists. Such devices should be used only where extreme problems are encountered.

- (16) *Lighting.* Fixed-source lighting reduces conflicts along paths and at intersections. In addition, lighting allows the bicyclist to see the bicycle path direction, surface conditions, and obstacles. Lighting for bicycle paths is important and should be considered where riding at night is expected, such as bicycle paths serving college students or commuters, and at highway intersections. Lighting should also be considered through underpasses or tunnels, and when nighttime security could be a problem.

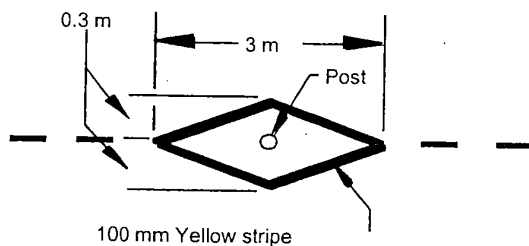
Depending on the location, average maintained horizontal illumination levels of 5 lux to 22 lux should be considered. Where special security problems exist, higher illumination levels may be considered. Light standards (poles) should meet the recommended horizontal and vertical clearances. Luminares and standards should be at a scale appropriate for a pedestrian or bicycle path.

1003.2 Class II Bikeways

Class II bikeways (bike lanes) for preferential use by bicycles are established within the paved area of highways. Bike lane stripes are intended to promote an orderly flow of traffic, by establishing specific lines of demarcation between areas reserved for bicycles and lanes to be occupied by motor vehicles. This effect is supported by bike lane signs and pavement markings. Bike lane stripes can increase bicyclists' confidence that motorists will not stray into their path of travel if they remain within the bike lane. Likewise, with more certainty as to where bicyclists will be, passing motorists are less apt to swerve toward opposing traffic in making certain they will not hit bicyclists.

Class II bike lanes shall be one-way facilities. Two-way bike lanes (or bike paths that are contiguous to the roadway) are not permitted, as such facilities have proved unsatisfactory and promote riding against the flow of motor vehicle traffic.

Figure 1003.1G
Barrier Post Striping



(1) *Widths.* Typical Class II bikeway configurations are illustrated in Figure 1003.2A and are described below:

- (a) Figure 1003.2A-(1) depicts bike lanes on an urban type curbed street where parking stalls (or continuous parking stripes) are marked. Bike lanes are located between the parking area and the traffic lanes. **As indicated, 1.5 m shall be the minimum width of bike lane where parking stalls are marked.** If parking volume is substantial or turnover high, an additional 0.3 m to 0.6 m of width is desirable.

Bike lanes shall not be placed between the parking area and the curb. Such facilities increase the conflict between bicyclists and opening car doors and reduce visibility at intersections. Also, they prevent bicyclists from leaving the bike lane to turn left and cannot be effectively maintained.

- (b) Figure 1003.2A-(2) depicts bike lanes on an urban-type curbed street, where parking is permitted, but without parking stripe or stall marking. Bike lanes are established in conjunction with the parking areas. **As indicated, 3.3 m or 3.6 m (depending on the type of curb) shall be the minimum width of the bike lane where parking is permitted.** This type of lane is satisfactory where parking is not extensive and where turnover of parked cars is infrequent. However, if parking is substantial, turnover of parked cars is high, truck traffic is substantial, or if vehicle speeds exceed 55 km/h, additional width is recommended.

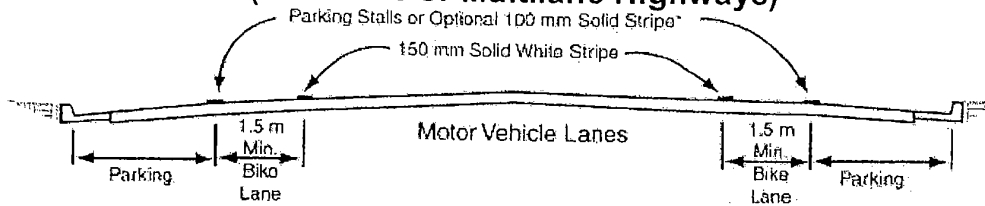
- (c) Figure 1003.2A-(3) depicts bike lanes along the outer portions of an urban type curbed street, where parking is prohibited. This is generally the most desirable configuration for bike lanes, as it eliminates potential conflicts resulting from auto parking (e.g., opening car doors). **As indicated, if no gutter exists, the minimum bike lane width shall be 1.2 m. With a normal 600 mm gutter, the minimum bike lane width shall be 1.5 m.** The intent is to

provide a minimum 1.2 m wide bike lane, but with at least 0.9 m between the traffic lane and the longitudinal joint at the concrete gutter, since the gutter reduces the effective width of the bike lane for two reasons. First, the longitudinal joint may not always be smooth, and may be difficult to ride along. Secondly, the gutter does not provide a suitable surface for bicycle travel. Where gutters are wide (say, 1.2 m), an additional 0.9 m must be provided because bicyclists should not be expected to ride in the gutter. Wherever possible, the width of bike lanes should be increased to 1.8 to 2.4 m to provide for greater safety. 2.4 m bike lanes can also serve as emergency parking areas for disabled vehicles.

Striping bike lanes next to curbs where parking is prohibited only during certain hours shall be done only in conjunction with special signing to designate the hours bike lanes are to be effective. Since the Vehicle Code requires bicyclists to ride in bike lanes where provided (except under certain conditions), proper signing is necessary to inform bicyclists that they are required to ride in bike lanes only during the course of the parking prohibition. This type of bike lane should be considered only if the vast majority of bicycle travel would occur during the hours of the parking prohibition, and only if there is a firm commitment to enforce the parking prohibition. Because of the obvious complications, this type of bike lane is not encouraged for general application.

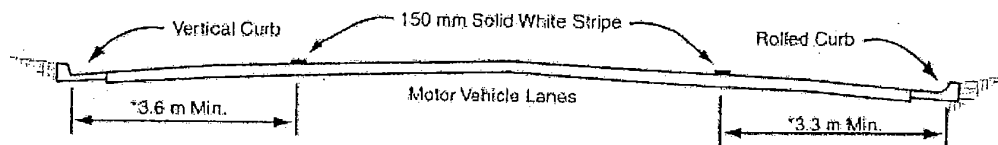
Figure 1003.2A(4) depicts bike lanes on a highway without curbs and gutters. This location is in an undeveloped area where infrequent parking is handled off the pavement. This can be accomplished by supplementing the bike lane signing with R25 (park off pavement) signs, or R26 (no parking) signs. **Minimum widths shall be as shown.** Additional width is desirable, particularly where motor vehicle speeds exceed 55 km/h.

Figure 1003.2A
Typical Bike Lane Cross Sections
(On 2-lane or Multilane Highways)



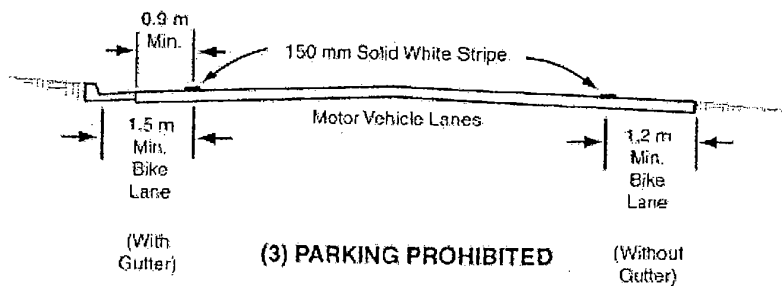
*The optional solid white stripe may be advisable where stalls are unnecessary (because parking is light) but there is concern that motorists may misconstrue the bike lane to be a traffic lane.

(1) STRIPED PARKING

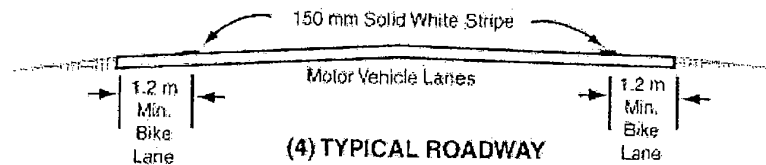


*3.3 is recommended where there is substantial parking or turnover of parked cars is high (e.g. commercial areas).

**(2) PARKING PERMITTED WITHOUT
 PARKING STRIPE OR STALL**



(3) PARKING PROHIBITED



**(4) TYPICAL ROADWAY
 IN OUTLYING AREAS
 PARKING RESTRICTED**

The typical traffic lane width next to a bike lane is 3.6 m. Lane widths narrower than 3.6 m must receive approval as discussed in Index 82.2. There are situations where it may be necessary to reduce the width of the traffic lanes in order to stripe bike lanes. In determining the appropriateness of narrower traffic lanes, consideration should be given to factors such as motor vehicle speeds, truck volumes, alignment, and sight distance. Where favorable conditions exist, traffic lanes of 3.3 m may be feasible.

Bike lanes are not advisable on long, steep downgrades, where bicycle speeds greater than 50 km/h are expected. As grades increase, downhill bicycle speeds will increase, which increases the problem of riding near the edge of the roadway. In such situations, bicycle speeds can approach those of motor vehicles, and experienced bicyclists will generally move into the motor vehicle lanes to increase sight distance and maneuverability. If bike lanes are to be striped, additional width should be provided to accommodate higher bicycle speeds.

If the bike lanes are to be located on one-way streets, they should be placed on the right side of the street. Bike lanes on the left side would cause bicyclists and motorists to undertake crossing maneuvers in making left turns onto a two-way street.

- (2) *Striping and Signing.* Details for striping and signing of bike lanes are included under Topic 1004.

Raised barriers (e.g., raised traffic bars and asphalt concrete dikes) or raised pavement markers shall not be used to delineate bike lanes. Raised barriers prevent motorists from merging into bike lanes before making right turns, as required by the Vehicle Code, and restrict the movement of bicyclists desiring to enter or exit bike lanes. They also impede routine maintenance. Raised pavement markers increase the difficulty for bicyclists when entering or exiting bike lanes, and discourage

motorists from merging into bike lanes before making right turns.

Bike lane stripes should be placed a constant distance from the outside motor vehicle lane. Bike lanes with parking permitted (3.3 m to 3.9 m between the bike lane line and the curb) should not be directed toward the curb at intersections or localized areas where parking is prohibited. Such a practice prevents bicyclists from following a straight course. Where transitions from one type of bike lane to another are necessary, smooth tapers should be provided.

- (3) *At-grade Intersection Design.* Most auto/bicycle accidents occur at intersections. For this reason, bikeway design at intersections should be accomplished in a manner that will minimize confusion by motorists and bicyclists, and will permit both to operate in accordance with the normal rules of the road.

Figure 1003.2B illustrates a typical at-grade intersection of multilane streets, with bike lanes on all approaches. Some common movements of motor vehicles and bicycles are shown. A prevalent type of accident involves straight-through bicycle traffic and right-turning motorists. Left-turning bicyclists also have problems, as the bike lane is on the right side of the street, and bicyclists have to cross the path of cars traveling in both directions. Some bicyclists are proficient enough to merge across one or more lanes of traffic, to use the inside lane or left-turn lane. However, there are many who do not feel comfortable making this maneuver. They have the option of making a two-legged left turn by riding along a course similar to that followed by pedestrians, as shown in the diagram. Young children will often prefer to dismount and change directions by walking their bike in the crosswalk.

Figure 1003.2C illustrates recommended striping patterns for bike lanes crossing a motorist right-turn-only lane. When confronted with such intersections, bicyclists will have to merge with right-turning motorists. Since bicyclists are typically traveling at speeds less than motorists, they should signal and merge

where there is sufficient gap in right-turning traffic, rather than at any predetermined location. For this reason, it is recommended that all delineation be dropped at the approach of the right-turn lane. A pair of parallel lines (delineating a bike lane crossing) to channel the bike merge is not recommended, as bicyclists will be encouraged to cross at a predetermined location, rather than when there is a safe gap in right-turning traffic.

A dashed line across the right-turn-only lane is not recommended on extremely long lanes, or where there are double right-turn-only lanes. For these types of intersections, all striping should be dropped to permit judgment by the bicyclists to prevail. A Bike Xing sign may be used to warn motorists of the potential for bicyclists crossing their path.

At intersections where there is a bike lane and traffic-actuated signal, installation of bicycle-sensitive detectors within the bike lane is desirable. Push button detectors are not as satisfactory as those located in the pavement because the cyclist must stop to actuate the push button. It is also desirable that detectors in left-turn lanes be sensitive enough to detect bicycles (see Chapter 9 of the Traffic Manual and Standard Plans for bicycle-sensitive detector designs). See Figure 1003.2D for bicycle loop detector pavement marking.

At intersections (without bike lanes) with significant bicycle use and a traffic-actuated signal, it is desirable to install detectors that are sensitive enough to detect bicycles.

- (4) *Interchange Design.* As with bikeway design through at-grade intersections, bikeway design through interchanges should be accomplished in a manner that will minimize confusion by motorists and bicyclists. Designers should work closely with the local agency in designing bicycle facilities through interchanges. Local Agencies should carefully select interchange locations which are most suitable for bikeway designations and where the crossing meets applicable design standards. The local agency may have special needs and desires for continuity through interchanges which should be considered in the design process.

When a bike lane approaches a ramp intersection that intersects the local facility at or close to 90° (typical of a compact or spread diamond configuration), then Figure 1003.2C may be the appropriate method of getting bike lanes through the interchange.

However, when a bike lane approaches one or more ramp intersections that intersect the local facility at various angles other than 90° (typically high-speed, skewed ramps), Figure 1003.2E should be considered.

Figure 1003.2E, shows a bike lane through a typical interchange. The 150 mm bike lane stripe should be dropped 30 m prior to the ramp intersection as shown in the figure to allow for adequate weaving distance. **The shoulder width shall not be reduced through the interchange area. The minimum shoulder width shall match the approach roadway shoulder width, but not less than 1.2 m or 1.5 m if a gutter exists. If the shoulder width is not available, the designated bike lane shall end at the previous local road intersection.**

Depending on the intersection angles, either Figure 1003.2C or 1003.2E should also be used for multilane ramp intersections. Additionally, the outside through lane should be widened to 4.2 m when feasible. This allows extra room for bicycles to share the through lane with vehicles. The outside shoulder width should not be reduced through the interchange area to accommodate this additional width.

1003.3 Class III Bikeways

Class III bikeways (bike routes) are intended to provide continuity to the bikeway system. Bike routes are established along through routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway (normally bike lanes). Class III facilities are shared facilities, either with motor vehicles on the street, or with pedestrians on sidewalks, and in either case bicycle usage is secondary. Class III facilities are established by placing Bike Route signs along roadways.



League to Save Lake Tahoe

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December 23, 2002

Lori Lawrence, Environmental Review Clerk
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603

RE: Notice of Preparation of a Draft EIR/EIS for Kings Beach Commercial Core Improvement Project

Dear Ms. Lawrence,

The League to Save Lake Tahoe appreciates the opportunity to comment on this NOP. Below are our questions and concerns related to this document.

The 3-Lane with roundabouts alternative was developed in response to resident input on the subject. While the League has yet to endorse this alternative, or the 4-Lane with added stoplights alternative, we feel that there are several points of advantage to the 3-Lane alternative that should be noted. The 3-Lane alternative would be less detrimental to local air quality than the 4-Lane alternative. Stoplights would result in an increase in the number of idling cars, which contribute a higher localized concentration of PM₁₀ to the air. As opposed to stoplights, roundabouts would shuttle cars along, albeit at low speeds (10-15 mph). In addition, it should be noted that stoplights do not always provide for low accident rates, as evidenced by the higher than average accident rate at Coon Street (NOP p.3).

The NOP provides before and after visual simulations just east of the junction of SR28 with SR267 (Fig. 6). In the upcoming Draft EIR/EIS please include visual simulations for both alternatives at an intersection, such as SR28 with Bear Road, which is in the heart of the commercial core area.

Under option A the curb to curb width of the street would be 17.4 m to 19.2 m depending on bike lanes (NOP p. 10). In keeping with the goals of this project, bike lanes should not be excluded anywhere in the project area. At the same time, the alternative that produces the least amount of impermeable soil coverage will likely provide the best opportunity for water treatment, and would create less total runoff to be treated. Figure 2 shows the curb to curb width of the street as 22.2 m for option A and 18.6 m under option B. These numbers are inconsistent with those provided in the first paragraph of

NOP page 10. It may be that the numbers from page 10 do not provide adequate room for parking. Please clarify the correct measurements in the Draft EIR/EIS. Please note, as well, that the space for a sidewalk/landscaped area bordering the street is not uniform throughout the project area.

The analysis in the EIR/EIS should not be limited to the two alternatives listed in the NOP. It may be advantageous to look at hybrids of the alternatives or to consider dropping Fox Street from the list of intersections in need of signals or roundabouts. On a similar note, it may be beneficial to introduce traffic calming infrastructure at the two ends of the commercial core area to help produce the "Main Street" feeling that boosts local economic conditions.

Finally, please insure that the project analysis performed in the Draft EIR/EIS focuses intensely on the potential environmental benefits of this project and the wishes of the residents of Kings Beach. Potential environmental benefits include traffic improvement and water quality improvements.

Thank you for the opportunity to comment on the Notice of Preparation for the Kings Beach Draft EIR/EIS. Please contact me with any questions.

Sincerely,

A handwritten signature in dark ink, appearing to read "Daniel Sussman", with a stylized, flowing script.

Daniel Sussman
Environmental Monitor
League to Save Lake Tahoe

Kings Beach Commercial Core Improvement Project
Comments Recorded at December 5, 2003 Public Scoping Meeting
at the Street Amenities Table

Person 1

Owns a business on North Lake Boulevard, located a few buildings east of Deer Street.
Doesn't like the proposed trees. They will grow and block the storefronts from view of drivers passing on the street.
TRPA required her to landscape the street outside of her business. Will the project rip out her landscaping?
The project needs more parking. The parking entrance on the streetscape simulation is illegal. Caltrans required the parking entrance for her business to be located on Trout Avenue, behind the building, instead of directly off of North Lake Boulevard (Highway 28).
Prefers skinny sidewalks over wide sidewalks.
Doesn't know if new streetlights are necessary, since streetlights already exist.
The bicycle lane is not safe.

Person 2

Doesn't like the trees. They're not native species and don't go with the character of Kings Beach.
Doesn't like that the sidewalks replace the informal parking spaces that currently exist.
What is the plan for snow removal on Highway 28 and on the sidewalks?
Doesn't want Kings Beach to turn into San Francisco; wants town to retain its own character.

Persons 3 and 4

Like the sidewalks a lot—they would be much safer for pedestrians.
Streetlights are definitely needed. Right now it is very, very dangerous for pedestrians, especially ones walking to and from the casinos.
The curbs are good, because they protect the walkers.
The trees and other improvements are great because they will give the town some life and make the main street prettier. Right now the street looks dead.
Parking in the bike lane is dangerous for bikers. What if someone opens a car door on them?
With the cars parked, is there enough room for the bicycle lane?
There should be more parking, especially near the cinema. At night, the parking lot for the miniature golf place is empty, and people have to park on the street. Would it be possible for the County to work out an agreement with the miniature golf place so that parking is available to the public (outside of miniature golf hours)?

From: "Kerry Wicker" <KWICKER@dfg.ca.gov>
To: <LJLawren@placer.ca.gov>
Date: 12/20/02 8:38AM
Subject: NOP, Kings Beach Commercial Core Improvement Project Comments

Dear Ms. Lawren:

Thank you for distributing the NOP on the above-referenced project.
Due to time constraints, I am emailing the following comments:

1. Under Section II of the Initial Study, how will there be no impact upon fisheries resources, per item 7 if water conveyance/treatment changes are made? How do these "no impact" evaluations compare with the less than significant impacts findings of Section II Item 4 and Section III?
2. Please include the following in the draft EIR: 1) An evaluation of fisheries resource impacts, unless the Wildlife Evaluation section will discuss this resource; 2) Caltrans' traffic analysis; 3) the stormwater treatment design options; 4) the LSC parking study (2000); and 5) the streetscape simulation "after" photos for Option B.

Thank you,

Kerry Wicker
Environmental Scientist
CA Dept. of Fish and Game, SV-CS Region
1701 Nimbus Road, Suite A
Rancho, Cordova, CA 95670
(916) 358-4353

CC: "Dale Watkins" <DWatkins@dfg.ca.gov>

From: "rick marshall" <rickmarshall@inreach.com>
To: "Rebecca Bond" <RBond@placer.ca.gov>, <mdarling@dfg.ca.gov>, <rperrault@dfg.ca.gov>, <Ben_bramer@dot.ca.gov>, <Damion_Farley@dot.ca.gov>, <dick_melim@dot.ca.gov>, <hamid_hakim@dot.ca.gov>, <John_Holder@dot.ca.gov>, <Mike_Bartlett@dot.ca.gov>, <Mike_DeWall@dot.ca.gov>, <Mike_Forga@dot.ca.gov>, <roger_brown@dot.ca.gov>, <Sean_Penders@dot.ca.gov>, ""Candace Rousselet"" <CRoussel@placer.ca.gov>, "Grehm"" <KGrehm@placer.ca.gov>, ""Mark Heckey"" <MHeckey@placer.ca.gov>, "Kastan"" <SKastan@placer.ca.gov>, <BWarden@rb6s.swrcb.ca.gov>, <LKemper@rb6s.swrcb.ca.gov>, <RErich@rb6s.swrcb.ca.gov>, <cemmett@trpa.org>, <cneible@trpa.org>, <gmcnamara@trpa.org>, <lbarnett@trpa.org>, <rwhitney@trpa.org>, <rwiggin@trpa.org>, <DLaPlant@placer.ca.gov>, <Steve_Hetland@dot.ca.gov>, <BCombs@placer.ca.gov>
Date: 12/2/02 8:01AM
Subject: Kings Beach

Hi all,

I have had no response so I will try everyone in hopes someone has an answer.

Thank you, the attached word document looks Great. Are the diagrams attached and I'm not seeing them?

Regarding the issue of two vs. four lanes for the new corridor. As an environmental science major in college I learned that slowing down traffic and creating idling cars dramatically increases air pollution. Look at Tahoe City for proof that two lanes creates congestion and idling cars. Unfortunately because of the lay of the land in Tahoe City there is no getting around their congestion problem on Hwy 28.

One of the things we have going for us in Kings Beach is that we provided enough space for a four lane highway thru town. To create congestion and increase air pollution in this basin would be taking a step backwards when Kings Beach finally has the potential with this downtown improvement project to be a world class resort town. The issue of bicycle and pedestrian safety can be solved by constructing bike lanes, slowing the speed limit to 25 MPH, coordinating the traffic signals to disperse traffic thru town at a regulated pace and finally creating more crosswalks or even pedestrian bypasses over the highway.

The addition of trees, faux cobblestone sidewalks, and antique looking gas lamps would increase Placer County's revenue base over time significantly by increasing property values. The addition of adequate water treatment for our street and highway runoff will ensure that we finally meet our Federal commitments under the Clean Water Act. If all the agencies, people and politicians work hard this much needed project will be done in a time frame that we all can be proud of.

Thank you for your time,
Rick Marshall

From: tom burt <tbttb1964@yahoo.com>
To: <dlaplant@placer.ca.gov>
Date: 12/5/02 10:52PM
Subject: Kings Beach

Tom Burt
Box 2572
Kings Beach 96143

Comments on project.

1. Keep the four lanes
2. Sidewalks suck in the winter with snow plowing. Who Pays and maintains that?? If you put sidewalks, Keep them narrow and keep as much parking on the street as possible. No Trees planted in the sidewalks nor any of the street lights that were in any of the mock ups. Stop landscaping Lake Tahoe. This is not San Francisco. Also trees block the view of the lake and they block the business fronts from view of the people on the road.
3. No roundabouts. They look okay on paper but the don't work well in reality.
4. Turn Brook St. into a one-way street going East for the block between Bear and Coon. Thus taking the major cluster out of the Bear street corner.
5. The biggest suggestion I can give is to have the law enforcement actually enforce the speed limit in Kings Beach. Wow! what a big slow down in Traffic that would be. It would eliminate the Pedestrian problem, and make the businesses happy that the people would be going slow thru town. I can not say the last time I saw a speeder get a ticket in Kings Beach. I see and know of many people getting tickets for seat belts though???? If the law enforcement actually did there job, say just in Kings Beach, it would become known like the 15 mph school zones in Northern Nevada as the place not to speed. Have you ever been in a school zone in Nevada?? No-one speeds. Just think of Kings Beach that way. Everyone happy except the police who have to actually do there job and enforce the law.

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<http://mailplus.yahoo.com>

From: "Keith D Vogt" <k_vogt@charter.net>
To: <dlaplant@placer.ca.gov>
Date: 12/10/02 11:45AM
Subject: Kings Beach Commercial Core Improvement Project

Dan...

Thanks for the Public Workshop on Dec. 5 regarding the Core Improvement Project for Kings Beach.

I've attended quite a number of the public events in the past and after each one I find myself more informed and understand the issues more clearly.

I left the workshop on the 5th with a feeling of not being completely satisfied. Maybe it was my physical condition as I was in the beginning stages of a cold, but upon reflection I think it had more to do with the structure of the workshop. While it was a great benefit to be able to talk to the individuals who were responsible for the various displays, I felt there was a need for some kind of "community" exchange after talking to the display personnel. But that's in the past and we'll move on.

I have given considerable thought and have surveyed the area of the proposed Fox round-about. I'm not sure why the staff has chosen that location to exhibit as an example of a round-about, but that location is certainly unacceptable as a round-about for numerous reasons, which I'm sure others have pointed out. Least of which is the new building currently under construction on the NE corner and the removal of parking for KFC & the Subway businesses. We don't need to hurt our local businesses any more than they will be by the interruption during the project.

I am certainly a supporter of the round-about concept having spent time in Scotland this past summer and experienced driving through numerous communities that have roundabouts. It was my observation and after talking with local Scotland residents that roundabouts are "just the normal part of life" and people couldn't imagine stop lights at the various street crossings in their communities. I think roundabouts could become a "normal part of life" for us in KB as well.

Back to the Fox location... I know CalTrans/County are not supportive of doing a round-about at the Chipmunk location because of its location at the "bottom of the hill". I'd like to offer a couple of positive reasons why this would be an advantage to everyone. First, admittedly people do come down the hill faster than the posted speed limit, but what better way to govern that speed limit than by posting additional signs of the coming round-about at Chipmunk which would, by its configuration slow down the traffic entering KB. Second, the Chipmunk crossing is the most blighted area along Hwy 28 in the KB area. What better way to enhance the entrance to KB than to retrofit that area with a round-about and erect a beautiful sign welcoming people to Kings Beach.

Of course I'm operating on the "assumption" that one of the objectives of the core improvement project is to S-L-O-W down the traffic through the Kings Beach area. At least that's the view of a large number of local residents and business people. It is not uncommon when I come from the east into KB for people to pass me after passing Chipmunk and increase their speed, even though there is a posted 30mph limit. On numerous occasions I have seen people crossing the Fox/Hwy 28 crossing and taking their lives in their hands because of speeders coming from both the east and the west. We have been very fortunate that people have not been killed trying to cross the streets at numerous locations throughout the core area.

I'm not sure you heard of, or remember the gentleman who had a temporary "blackout" and ran across Hwy29 at Fox and crashed into the movie theatre where a woman was killed. It was later determined the gentleman was going above the speed limit and his speeding was a contributing factor to the accident. If we have a "divider" throughout the core project, this would have an effect of reducing this type of accident.

Thanks for "listening" and I look forward to the next community meeting.

K...

Keith D. Vogt
President/CEO
Ovations at Lake Tahoe, Inc.
www.ovationsatlaketahoe.org
www.tahoejazz.org

PLACER COUNTY
DATE
RECEIVED

DEC 16 2002

PLANNING DEPARTMENT

December 10, 2002
Page 1 of 2

Ms. Lori Lawrence, Environmental Division
Placer County Planning Department
11414 B Avenue
Auburn, California 95603

Re: Initial Response Comments, Draft EIR
Kings Beach Commercial Core Improvement Project
Placer County, California.

Dear Ms. Lawrence,

This letter is in response to the Draft EIR for the above referenced project. Please consider and address the following specific comments as related the following project components:

Alternative "A" (four lane/signalized roadway)

This alternative which will essentially retain the existing road configuration which has been documented to be detrimental to the goals and objectives of the 1996 Draft Kings Beach Community Plan. The four lane highway configuration does not allow safe pedestrian crossing or circulation, encourages excessive traffic speed and does not promote viable commercial opportunities.

Alternative "B" (3 lane roadway w/ roundabouts)

This alternative, with significant design modification, is consistent with the goals and objective of the Kings Beach Draft Community Plan, and is the preferred alternative for the following reasons:

Pedestrian circulation: This alternative allows wider sidewalks, pedestrian friendly plaza opportunities, safer street crossings and discourages excessive vehicle speeds based on ASTO National Traffic science.

December 10, 2002

Page 2 of 2

Drainage opportunities: The areas within the roundabouts will provide a location for proposed drainage structures, thus minimizing the need for public condemnation and acquisition of satellite parcels from private landowners consistent with TRPA water quality objectives and policies.

Landscaping opportunities: This alternative will provide additional opportunities for landscaping and is consistent with TRPA scenic threshold objectives.

Economic vitality: This alternative will also provide economic vitality to a commercial core which has been compromised by the current four lane highway configuration as documented in the Kings Beach Community Plan.

In order for the above thresholds and environmental compliance to be realized, Alternative "B" must be re-engineered with the following modifications:

Highway alignment and Street intersection offset:

In order for roundabouts to be constructed in Kings Beach, it is necessary that the design consider a re-alignment of the Highway centerline and corresponding street intersection offset to minimize right of way acquisition of private lands. A road re-alignment to the south will allow Caltrans to work with its Public partners (State of California Conservancy) which is the abutting landowner for the majority of the effected right of way. This will minimize the need for public condemnation and acquisition of private lands and minimize impact in existing private commercial properties.

December 10, 2002

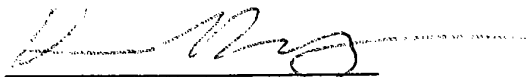
Page 3 of 3

Highway 267 Intersection- MUST BE INCORPORATED INTO PROJECT AREA

The existing signal at the intersection of Highway 267 and Highway 28 must be eliminated and replaced with a roundabout. Preliminary traffic studies associated with this project have failed to incorporate increased traffic flows generated by the Highway 267 bypass and build out of the Martis Valley. National traffic data suggests that the roundabout configuration will not work if used in conjunction with existing signalized intersections. This intersection must also be re-aligned and offset northerly and westerly to minimize the number of private lands subject to right of way acquisition.

Please insure that the above specific are specifically addressed as required by CEQA Law.

Thank you.

A handwritten signature in dark ink, appearing to read 'Kenneth R. Arnett', is written over a horizontal line.

Kenneth R. Arnett, P.L.S.

To Dan LaPlante
From: Candy Dowdle

9699 North Lake Blvd. Brockway, California 96143-0612 530-546-9134

Comments: I think THE most important thing to do in Kings Beach is SLOW DOWN the traffic, both for pedestrian safety and to benefit our shops and restaurants. I think a three (3) lane configuration with one lane in each direction and bike lanes and a middle left turn lane at intersections is MANDATORY! A wide center median strip where pedestrians could stop safely would be nice. Currently drivers going west out of Brockway are up to 50 mph when they hit the 30 mph speed limit sign at Chipmunk. Pedestrians trying to get to the beach "may" get the westbound traffic to stop, and even the left lane of eastbound traffic. But the driver in the right lane of eastbound cars thinks the guy in the left lane is stopped to make a turn, and he will keep on flying through the crosswalk - (if there is a crosswalk.) Conversely, this also happens for pedestrians going North from the beach side of the highway.

My husband and I walk to Kings Beach often, and we also ride bicycles down this stretch of road, and we have experienced this hundreds of times. I think sidewalks and bike lanes all the way to the Stateline are needed. A lot more people would walk or bicycle if the traffic wasn't so bad. A whole lot of people have to walk to Crystal Bay to work in the casinos there. I vote for roundabouts at the intersection of Hwy. 267, and Chipmunk Street, and maybe Coon Street. Then, reduce the speed limit to 25mph, like it is in Tahoe City and Crystal Bay and enforce it like it was in front of a school!

The second most important thing for Kings Beach is to alleviate the parking problems. For our shops, motels and restaurants to be patronized you have to make it convenient for the people to get in to them. We want our town to be attractive and a more "village" like atmosphere. If our retailers were more successful, the blighted areas would get cleaned up. I vote for satellite parking lots around town and off Hwy. 28. However, you will then have MORE pedestrians and bicyclists to get across the highway again, which brings us back to the issue of slowing down the traffic.

The third problem in Kings Beach to Crystal Bay is the dirt/gravel applied to the roads in winter. Our roads are always dirty and dusty to the point that you can't even see! I've come out of the Kings Beach Community Conference Center at 9pm and it looked like the whole town was in a fog. This loose gravel is slippery and dangerous to walk on when you are coming down the hill west towards Chipmunk St.

I have lived (full time) on Hwy. 28 for nine years and I know the problems of traffic during increased use periods. That is only a few DAYS each year through this area. We are only talking about a stretch of highway that is 8/10's of a mile, but one where the motels, restaurants, shops, beach and movies are always across the highway. Slowing down the traffic could be done with roundabouts, signals at cross walks, speed bumps or better enforcement of the speed limits. This would be a win-win-win situation for everyone, except the person who likes to speed! This stretch of road belongs to the community first, and to CAL TRANS second. It should not be that the main responsibility of CAL TRANS is to get drivers into and out of Nevada faster. I would like to re-emphasize that the speed limit be reduced, and even all the way to the stateline in Brockway, which is basically a residential area. The current speed limit is 30mph in Kings

Beach. That would take two minutes to legally drive this one mile of road. A reduction to 25mph increases the driving time by 4/10's of a minute, or 24 seconds.

PLEASE, people.

From: Larry W. Dowdle, 9699 North Lake Blvd., Brockway, CA 96143

In regards to the sidewalks and roads in the commercial core improvement project of Kings Beach: We need to get the traffic back under control. Why are we the only part of the north shore to have to tolerate a four lane highway through our community?

One way to slow down the west bound traffic through town is to keep the speed at twenty-five mph coming into California from Crystal Bay. What's happening now is, the drivers slow down for the 25 mph speed limit coming through Crystal Bay then as they enter California on highway 28 there is a speed limit sign for 35 mph. Naturally most drivers assume that is the minimum allowable speed and if you're in front of them and not going at least thirty-five, you will get a demonstration of what tailgating is. This speed is only 35 mph for 8/10's of a mile. The last 2/10's are down a fairly steep grade in to Kings Beach where by now the 35 minimum mph driver is going approximately fifty miles an hour. Not wanting to lose their momentum that they built up since entering California, they just kind of glide through town at way over the once again changed speed limit which is now 30 mph.

What I don't seem to grasp is who thought it was so important to raise the speed limit entering Brockway California for only 8/10's of a mile, which by the way is solid residential with at least one home's front door only 15 feet from the white line on the shoulder of the road and another's not much further than that. What is the point of encouraging the drivers to speed up for less than two minutes and then expecting them to slow back down?

To compound the problem, all the hotel guests and residents of Brockway and Crystal Bay have only one route available to them to walk to Kings Beach. On the 4 foot shoulder of Hwy.28. Would you feel okay knowing your kids or other loved ones were walking down that narrow shoulder with cars going 50 mph within 3 feet of their shoulder?

I hope the only reason the situation exists is that the problem hasn't ever been brought to your attention before and not because of some illogical cookie cutter rule in a manual.

I support the three lane option with roundabouts through Kings Beach, but I don't believe a roundabout is warranted at Fox St.

To Whom It May Concern:

Having attended several meetings regarding the proposed Kings Beach Community Plan Improvements, I would like to take this opportunity to express my support for **Option B: Roundabouts**.

I have studied community and land use planning for over a decade, inclusive of my pursuit of a degree in Geography and Environmental Studies. Over the past six years I have worked as an active professional in land use planning in Oregon and California, inclusive of three years of consulting work in the Lake Tahoe Basin.

I strongly support the direction and vision dictated by the North Tahoe Community Plans, inclusive of the Kings Beach Community Plan, adopted April 1, 1996. The Kings Beach Community Plan advocates a "pedestrian tourist village oriented toward the main street, and Lake Tahoe." The number one transportation objective and goal of this community plan is to "Provide a safe and efficient transportation system for the residents of Kings Beach area and others who use this system." Of the various proposals, **Option B** is the only one that I believe meets this vision for the land use of the Kings Beach Downtown Commercial Area.

I encourage the committee to study the use of roundabouts in Portland, Oregon. I grew up in Portland, a city that is nationally regarded for progressive land use policies. The City of Portland has effectively utilized roundabouts as a traffic mitigation solution with beneficial social and economic side effects. The neighborhoods of Northwest and Southeast Portland previously suffered similar problems to those which the Kings Beach Community Plan Improvements seek to resolve. The use of roundabouts has solved traffic problems and had a positive effect in creating pedestrian friendly, mixed use neighborhoods. These previously blighted areas, over the past decade since the institution of roundabouts, have become some of the most desirable locations in the city for businesses and residents alike.

The investment incurred through the Community Plan Improvements will be substantial. The project needs to evaluate all the options thoroughly to insure that the return on this investment reaches beyond moving a higher volume of traffic and benefits the long term social and economic vitality of Kings Beach as one of the gateways to Tahoe's North Shore.

Yours Sincerely,

Wyatt Ogilvy

Kings Beach Resident

Lori

PROJECT COMMENT SHEET

PAJINA COMENTARIO DEL PROYECTO

**KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT/
PROYECTO COMMERCIAL MEJORAMIENTO DE KINGS BEACH
PUBLIC WORKSHOP/TALLERO PÚBLICO EN PERSONA**

**THURSDAY, DECEMBER 5, 2002/JUEVES, DICIEMBRE 5, 2002
7 - 9 PM**

Name/Nombre Theresa May Buagan

Address/Domicilio Box 790 Tahoe Vista 96148

Comments/Commentarios

- ① I fully support Roundabouts, except at Fox Street
- ② Two lanes not four
- ③ remove SEZ's from the parking locations
- ④ more public input, ~~as~~
- ⑤ more public meetings
- ⑥ work w/ us, we are smart educated, funny and we have solutions!!
- ⑦ Tonight's project is a little disappointing in its confusion - I wish the agencies had planned it w/ more ATRAC etc. I CALL ON US!

Please deposit this sheet into the comment box before the end of the Public Workshop (9 PM). Or if you wish, send comments by mail to Placer County Department of Public Works, P. O. Box 1909, Tahoe City, CA 96145, or by e-mail to Dan LaPlante (dlaplant@placer.ca.gov).

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Gracias por su ayuda y cooperación. Si tiene cualquier pregunta por favor llame la oficina al numero (530) 581-6231.

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**KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT/
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PUBLIC WORKSHOP/TALLERO PÚBLICO EN PERSONA**

**THURSDAY, DECEMBER 5, 2002/JUEVES, DICIEMBRE 5, 2002
7 - 9 PM**

Name/Nombre DAVE OWEN
Address/Domicilio PO Box 472 - 7525 NORTH AVE - KINGS BEACH
Comments/Comentarios
LIKE THE IDEA OF 3 LANES & ROUNDABOUTS.
HOW TO DEAL WITH SNOW REMOVAL - PLAN?
SIDEWALKS ARE GREAT.
ARTISTS RENDERINGS SHOW NON NATIVE - HIGH WATER
REQUIREMENT PLANTS?
CAN ENOUGH LAND BE MADE INTO PARKING TO
HANDLE ALL BEACH & BUSINESS REQUIREMENTS?
ANY PLANS FOR KINGS BEACH "BACK STREETS" IMPROVEMENTS?
TRAFFIC FLOW - WOULD SINGLE LANE TRAFFIC BACK THROUGH
ROUNDABOUTS FROM 267 STOP LIGHT?
THANKS FOR THE OPPORTUNITY TO COMMENT!

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DEC 09 2002

DESIGN / CONSTRUCTION DIVISION

December 23, 2002

Mr. Bob Costa
Public Works
Placer County, CA

RE: COMMENTS ON KINGS BEACH COMMERCIAL CORE IMPROVEMENT
PROJECT

Dear Mr. Costa:

I would like to submit comments in support of **Alternative Two (Three Lanes with Roundabouts)**. As a long-time resident of Kings Beach, the inconvenience of having three lanes instead of four will be more than offset to the benefit of Kings Beach by 1) the improvements in parking, bike lanes, and sidewalks, 2) the hopefully slower traffic coming through town (which is rarely 30 mph), and 3) the ability to turn left from the center lane 365 days a year, which should continuously facilitate traffic flow and help local businesses. The middle turn lane works great in front of Safeway and all along Incline Village, so it should certainly work here. Having better bike lanes will make it easier to ride a bicycle to the post office and Safeway (which is not a particularly pleasant trip at the moment to either walk or bicycle along the highway), and I am very much looking forward to that.

I doubt very much that **roundabouts** are needed, again based on watching traffic here day in and day out as a local resident. It is doubtful their use for a few hours a year will compensate for the high cost. But I will live with them if that is the only option involving three lanes.

In addition, I would like to strongly suggest that a **sidewalk on one side be extended from Chipmunk east to the state line**. There are many workers who walk that road at all hours, and it is not safe for either drivers or workers for them to be walking in the highway without a sidewalk. Particularly in winter. A wider bike lane would also be appreciated.

Finally, I hope you will continue to give consideration to improving the drainage on **lower Chipmunk**. The drainage has steadily improved over the last few years thanks to county and Caltrans efforts, but there is still a significant amount of runoff from upper Kings Beach and the highway that is depositing directly into the lake at the bottom of Chipmunk.

Sincerely yours,


Kathryn E. Kelly
99 Chipmunk, Kings Beach
kek@mindspring.com

FROM :

FAX NO. :

Dec. 13 2002 10:41AM P4

Must be in by 12-7-2002 5:00 PM

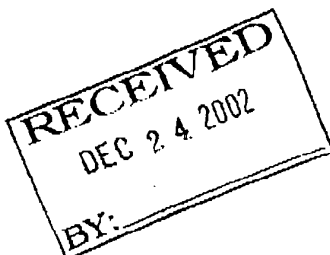
PROJECT COMMENT SHEET**PAJINA COMENTARIO DEL PROYECTO****KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT/
PROYECTO COMMERCIAL MEJORAMIENTO DE KINGS BEACH
PUBLIC WORKSHOP/TALLERO PÚBLICO EN PERSONA****THURSDAY, DECEMBER 5, 2002/JUEVES, DICIEMBRE 5, 2002
7-9 PM**

Name/Nombre Anthony E. GRAEBER
Address/Domicilio P.O. Box 5692 Incline Village NV 89450 / 8689 Rink
Comments/Comentarios It seems to me that the Kings Beach
only option that will allow Kings Beach to
grow in the right direction is Option "B."
Roundabouts are safer, allow pedestrian circulation,
improve both scenic & water quality as well as
air quality. Leaving 4 lanes is not the answer.
Stoplights are unsightly, costly, and will
not create a town consistent with the
1996 KB Community Plan and TBPA objectives.

Please deposit this sheet into the comment box before the end of the Public Workshop (9 PM). Or if you wish, send comments by mail to Placer County Department of Public Works, P. O. Box 1909, Tahoe City, CA 96145, or by e-mail to Dan LaPlante (dlaPlante@placer.ca.gov).

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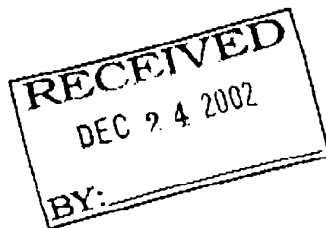
PROJECT COMMENT SHEET**PAJINA COMENTARIO DEL PROYECTO****KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT/
PROYECTO COMMERCIAL MEJORAMIENTO DE KINGS BEACH
PUBLIC WORKSHOP/TALLERO PÚBLICO EN PERSONA****THURSDAY, DECEMBER 5, 2002/JUEVES, DICIEMBRE 5, 2002
7 - 9 PM**

Name/Nombre Torn + Priscilla Mills
Address/Domicilio PO Box 987 Kings Beach, Ca. 96143
Comments/Comentarios
We believe that 3 lanes in KB would be
superior to the present 4 lanes. We are
excited about the round-about idea. We'd
like Kings Beach to be forward-thinking
and set an example of how these ideas could
work. We'd like to see people slow down
as they drive through our town.

Please deposit this sheet into the comment box before the end of the Public Workshop (9 PM). Or if you wish, send comments by mail to Placer County Department of Public Works, P. O. Box 1909, Tahoe City, CA 96145, or by e-mail to Dan LaPlante (dlaplant@placer.ca.gov).

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KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT DESIGN/CONSTRUCTION DIVISION
PROYECTO COMMERCIAL MEJORAMIENTO DE KINGS BEACH
PUBLIC WORKSHOP/TALLERO PÚBLICO EN PERSONA

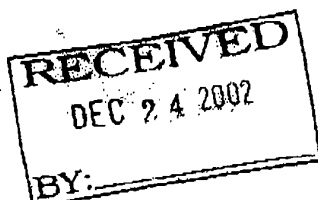
THURSDAY, DECEMBER 5, 2002/JUEVES, DICIEMBRE 5, 2002
7 - 9 PM

Name/Nombre Scott Shane
Address/Domicilio 8552 Speckles Ave. PO Box 917 Kings Beach CA 96143
Comments/Comentarios Primary problem: speed. Fix: Slow traffic
Down: ss needs to be more pedestrian friendly.
→ 3 vs. 4 lanes: Be smart. Experiment with 3 lanes temporarily
with concrete barriers and cones to see if it works.
Question: Why does KB have to have 4 lanes when it is surrounded
by 2 lanes on each of 3 sides. Moving traffic thru KB only to
be congested on 2 lanes doesn't make sense. I feel there will be a few
days of congestion/standstill with 3 or 4 lanes. 3 lanes will improve
commuter/pedestrian friendly atmosphere. I am also concerned about
increased traffic on high and medium streets with increased congestion on
ss. Can local streets be signed with "local traffic only" signs and
increase stop signs to deter speeding.

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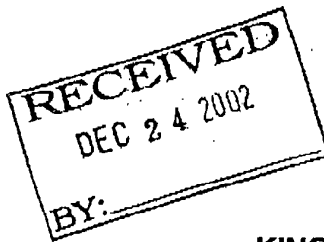
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**KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT/
PROYECTO COMMERCIAL MEJORAMIENTO DE KINGS BEACH
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**THURSDAY, DECEMBER 5, 2002/JUEVES, DICIEMBRE 5, 2002
7 - 9 PM**

DEC 19 2002

Name/Nombre

Kill Sarick

PLANNING DEPAR

Address/Domicilio 417/932 Speckled Avenue, Kings Beach, CA 96143

Comments/Comentarios 1 Kings Beach is a pedestrian community. Right now it's dangerous to cross the street. 4 lanes does not adequately serve the current population. 2 Kings Beach has a lot of development potential. Regardless of previous perceptions of Kings Beach, it has a better, more versatile, pedestrian-friendly more pleasing town center - please plan for the future of our community, not some transit numbers on 5 peak days out of the entire year. 3 Before you make a decision, try out 3 lanes, roundabouts, etc. w/ cones and markers. 4 Bike lanes, bike lanes, bike lanes! 5 How much land needs to be acquired for roundabouts, sidewalks, parking and bike lanes vs 4 lane, busy w/ parking, sidewalks, lights, crosswalks, bike lanes, etc. I support roundabouts and/or any innovative traffic calming methods, contrary to CATRANS desire to "move traffic through".

Please deposit this sheet into the comment box before the end of the Public Workshop (9 PM). Or if you wish, send comments by mail to Placer County Department of Public Works, P. O. Box 1909, Tahoe City, CA 96145, or by e-mail to Dan LaPlante (dlaplant@placer.ca.gov).

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Gracias por su ayuda y cooperación. Si tiene cualquier pregunta por favor llame la oficina al numero (530) 581-6231.

We have a vibrant, pedestrian-oriented community who does not want to be severed from our most precious resource: Lake Tahoe. And putting 4 lanes in KB will not solve anything w/ 2 lanes on all 3 sides (TC, IV: 267). I suggest you spend more on innovative public transit alternatives - and marketing to get folks to use it and making it run ONTIME so I'd consider using it.

Some more thoughts . . .

also - when are the abandoned buildings going to be torn down? Isn't there something the county can do to push property owners along faster?

Parking may become an issue. Why not buy a few lots on 2nd streets in to make paid parking?

What about bike lanes/sidewalks on some streets going up to Speckled? What about marketing our trails more? Linking the National ave. trail to the rest of KB? (i to Boys-n-Girls club)

What about affordable housing? Too many 2nd homes going in KB lately. Not good for comm. economy.

A Suggestion for the Kings Beach Commercial Core Project

I fully support the plan for a three lane SR 28, ped and bicycle lanes, parallel parking, and roundabouts for the strip through Kings Beach. One thing I haven't heard discussed is speed limit.

The current speed limit of 30 mph is too fast. With most people figuring "the man" will let them have at least 5 (mph), 35 to 40 through KB unfortunately becomes the norm. Any cognizant driver that can take the temperature of their particular traffic situation knows that 30 through KB on an August weekend is too fast by an order of about 2x. Many tourist towns (Crested Butte, Idaho Falls, Telluride) have very low speed limits through their core districts. A speed limit of 15 or 20 mph is progressive, sends a deliberate message to drivers, and is SAFE! Virtually all serious accidents can be avoided with very low speed limits. Even at 15 mph, it will only take a few extra moments to drive through Kings Beach. The adjoining SR 28 through Tahoe Vista (posted at 35) is also way too fast. This stretch is experiencing an increase in bicycle and pedestrian traffic—and accidents. It is embarrassing that these inflated speed limits have not yet been addressed by our community.

Thank you, Randall Osterhuber, Tahoe Vista (530) 546-4491



A Suggestion for the Kings Beach Commercial Core Project

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Thank you, Randall Osterhuber, Tahoe Vista (530) 546-4491

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Jean Wernette

P.O. 2361

Kings Beach, CA 96143



Placer County Dept of
P.O. Box 1909
Tahoe City, CA 96145
Attn: Dan HaPlante

36145+1303

December 12, 2002

Ms. Lori Lawrence, Environmental Division
Placer County Planning Department
11414 B Avenue
Auburn, California 95603

Dear Ms. Lawrence,

My name is William M. Johnson Jr.
8634 Brockway Vista Avenue
Kings Beach, CA 96143

I'm for option **B** : Roundabouts.

1) Consensus: Taken by local newspapers (editorials & staff reporters) show the majority of residents also approve of option B. See exhibit's A - E which are attached herein.

2) The 1996 K. B. Community Plan states 4 lanes was and is detrimental to the character & identity and economic vitality of Kings Beach according to the original draft of fact finding. The objectives & goals of the community plan is community enhancements based on a pedestrian friendly old style Tahoe road not four lanes. There would be a significant impact against the community plan if option A, 4 lanes was to be chosen by staff.

3) Cal Trans : (I.E. State Of California) must take advantage of this project to realign North Lake Blvd. By moving the right away South to CA State property, the beach, between Bear & Coon street thereby not having to eliminate any productive use of private property being affected by option B.

4) Safety is a big concern to K.B. residents. The National Institute Of Highway Safety has recently found roundabouts have decreased accidents in these type of intersections. Enclosed exhibit F executive summary peer

review analysis of the traffic circle program City Of Portland's neighborhood traffic management program studied for 5 years shows accidents were reduced & decreased by 58 %. In addition it shows as other scientific studies that roundabouts will eliminate very fast vehicles and are chosen over other devices because they do not divert local traffic or restrict access to adjacent streets or land uses.

5) Roundabouts slow traffic but ensure it remains at a steady flow, thus roundabouts reduce congestion and the peril posed by speeding motorists and would likely benefit emergency vehicles. (see exhibit C)

6) Air quality can also be enhanced because roundabouts ensure a steady flow of traffic instead of cars stopping at traffic lights emitting emissions.

7) Water quality can also be enhanced by utilizing the roundabouts to install water infiltrators in them.

8) Scenic quality can also be enhanced by utilizing roundabouts, no unsightly traffic lights & wires, they also add an old style main street feel of a small town. Which is one of the goals of the community plan.

9) Pedestrian circulation Roundabouts allow wider sidewalks, pedestrian friendly plaza opportunities & landscaping opportunities which is consistent with TRPA scenic threshold objectives.

10) Please take this opportunity to take advantage of a first class world opportunity to design a walkable community that also has enormous benefits to scenic & water quality. I suggest we take down this Berlin Wall (I.E. the four lane freeway separating the public from the beach & lake front.) If we do, we will be the envy of the Tahoe Basin.

11) Ms. Lawrence, please consider & address the above comments on the project as specifically addressed and as required by C.E.Q.A law.

Respectfully

A handwritten signature in black ink, appearing to read 'W. M. Johnson Jr.', with a long horizontal flourish extending to the right.

William M. Johnson Jr.

PROJECT COMMENT SHEET

PAJINA COMENTARIO DEL PROYECTO

**KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT/
PROYECTO COMMERCIAL MEJORAMIENTO DE KINGS BEACH
PUBLIC WORKSHOP/TALLERO PÚBLICO EN PERSONA**

**THURSDAY, DECEMBER 5, 2002/JUEVES, DICIEMBRE 5, 2002
7 - 9 PM**

Name/Nombre William Johnson
Address/Domicilio 8634 Brockway Vista K.B.
Comments/Comentarios _____

MAILING ADDRESS, P.O. BOX 1334 Crystal Bay
NV 89402

See Enclosed to page letter and exhibits
"A-F"

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EXHIBIT A

TAHOE WORLD 12-12-02

701

Exhibit A

Kings Beach residents sound off on sidewalks

By Megan Feldman

Tahoe World Staff

After requests from Kings Beach citizens to build roundabouts instead of stoplights as part of a \$26 million public works project, Placer County has included traffic circles in its notice of preparation for the Environmental Impact Report. The notice was presented to the public last Thursday at an informational meeting at the North Tahoe Conference Center.

Narrowing Highway 28 to one lane in each direction with a center turn lane and roundabouts at Bear, Coon and Fox streets is one of two traffic configurations the county is considering as part of the Kings

Beach Commercial Core Improvement Project.

Most residents favor that option over the four-lane alternative, which people worry would fail to decrease speed, increase safety or create a small-town feel. "I like the three lanes and roundabouts — right now we've got a highway that goes ripping through this town — it would slow people down," said Kings Beach resident and teacher Priscilla Mills.

The potential roadway changes are part of a large-scale project intended to create a sort of "Main Street" in Kings Beach, evoking a small town feel for residents and visitors. Also aiming to enhance scenic quality as rated by the Tahoe Regional

See Improvements on Page A12



The Kings Beach Commercial Core Improvement Project will provide pedestrians with sidewalks, now lacking as shown near the Kings Beach State Beach Recreation Area.

Doug Slater /
Tahoe World

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Improvements

From Page A1

Planning Agency, the county plans to add sidewalks, benches, streetlights, bike racks, and planters separating pedestrians from the road.

Most people are against the four-lane highway approach, which provides for sidewalks and additional traffic signals at Bear and Fox streets, along with turn pockets at each of the town's four signals.

"Four lanes means people will go faster — they're designing this project for traffic we have 20 days a year during peak times, and it's overkill," said Kings Beach resident Mike Thomas.

One of the criticisms of the three-lane option is that it won't sustain traffic as well as four lanes during peak vacation times, adding to congestion. But Thomas and others say the project should be geared toward improving the town for those who live there, not just for tourists and motorists.

"The goal is not to get through Kings Beach fast, the goal is to stop people and have them shop, have little Marletta [gesturing at a family with a

baby) be able to cross the street in the stripier," said Theresa May Duggan, North Tahoe Regional Advisory Council chairwoman, and executive director of the North Tahoe Business Association.

Roundabout proponents say the traffic circles used in Europe and gaining popularity in this country would decrease pollution and aid traffic flow, as cars wouldn't continually stop and start as they do at stop lights. As for the expense of each option, projected costs of three lanes versus four are not yet available, according to the county.

While three lanes with roundabouts drew wide approval last week, there were several criticisms as well. Some worry a continuous central turn lane would be chaotic, citing the one in Tahoe City as an example of too many cars turning in too many places.

"Center turn lanes should only be used for short distances," said Thomas, suggesting a landscaped median in between the two lanes, with occasional opportunities to turn.

There was also concern about roundabouts taking land away from businesses lining the roadway. A Caltrans representative was perched behind a booth

entitled right-of-way — the process of purchasing land from businesses in the path of the proposed roundabouts. And to the chagrin of many observers, drafts showed one proposed traffic circle wiping out Kentucky Fried Chicken's outdoor eating area, Subway and the parcel where Los Compadres restaurant used to be. The Los Compadres building has been torn down.

"I support the three-lane option, I just think they could do it without encroaching on any businesses," said resident Jim Gardiner. Duggan agreed, saying the roundabouts should be smaller. "You wouldn't want a Santa Barbara roundabout in this alpine area — that terrifies the neighbors. The draft shows Los Compadres and Subway gone."

Placer County Assistant Director of Public Works Ken Grehm said there are not yet

solid estimates of how much land would have to be purchased for right of way in either option, three lanes or four. "To be honest, the roundabouts would have to be pretty large in order for people to keep driving through them, but we're going to design it to minimize it [land acquisition] — we think we can shrink them."

Many people suggested smaller roundabouts, and most said there's no need for one on Fox Street, where KFC is located. "I don't think the traffic levels warrant signals or roundabouts at Fox Street and I hope they take them out — it would be overkill," said Jennifer Merchant, director of the Transportation Management Association.

In response to such criticisms and suggestions, the county emphasized the importance of getting public input and analyzing all the options.

As more than 100 people milled around informational booths manned by various agencies involved in the project, Grehm said, "our intention is to let people know we're looking at alternatives."

Those who attended the meeting were given comment forms and encouraged to turn them in to the county. "It's not about which one [traffic model] we want, it's about making sure we're studying everything we should be studying — there's room for other proposals," said Grehm.

The next meeting on the Kings Beach Core Improvement Project will be sometime in January and will address the streetscape design.


EXHIBIT B

December 5, 2002

TAMOE WORLD

More roundabouts may be on the way

By Christina Nelson *STAFF Reporter Sierra Sun*

 With little deliberation, the town council voted to invest time and money into roundabouts at two locations in Truckee.

The California Department of Transportation, after some persuading by town staff, gave the town an extra year to examine the feasibility of a roundabout at the Interstate 80/Highway 89 interchange.

Caltrans was planning on putting a traffic signal at the on and off ramps to Interstate 80, which would cost around \$750,000.

"They basically have enough money to slap some lights in and that's it," said Dan Wilkins, town public works director, adding that the light installed by Caltrans would not include pedestrian walkways.

If the town can prove that roundabouts are feasible at that location, Caltrans will donate the \$750,000 to the construction of a roundabout.

But the planned two-lane roundabout would cost up to \$1.5 million, the remainder of the money coming from town funds.

Although the town council considered shifting priorities for AB 1600 funds, money collected for road work from development, there may be other options, Wilkins said.

But, Wilkins noted, the council needs to decide if it wants to support the construction of these roundabouts now, so the opportunity doesn't disappear.

The council also decided to support the construction of a roundabout at Martis Valley Road and Highway 267. Approximately \$150,000 was set aside for the construction of this roundabout, but more money will be needed, Wilkins said.

Although he could not give an exact estimate for the amount of money the town would have to pitch in, he estimated the total cost of the two roundabouts at \$2.3 million.

Citing safety and traffic circulation issues, as well as the preservation of Truckee's small town feel, council members unanimously supported both roundabouts.

"It's not only an issue of safety or movement, but also one of ambiance, of feel," said councilwoman Maia Schneider.

Exhibit C

March 14, 2002 TAHOE WORLD

Kings Beach needs roundabouts

Tahoe World Editorial

During his visit to North Tahoe last summer Dan Burden, one of the most listened-to consultants in the country according to Time Magazine, made a very convincing case for what he calls a walkable community.

The concept being that when we get out of our cars and encounter a place on foot, the experience is wholly more satisfying. Picture yourself wandering in and out of stores on a cordoned-off promenade, versus a six-lane boulevard. The former is clearly more appealing.

The benefits go beyond the hollistic. It makes economic sense as well. If a visitor has a specific destination in mind he will drive directly to that store, conduct his business and drive away. If he is encouraged to walk to that store and the environment is conducive to foot traffic, that visitor may on a whim visit any of the numerous stores he passes en route. The amount of foot traffic passing a place of business certainly correlates with sales.

As it is now Kings Beach is NOT a walkable community. The absence of sidewalks aside, the four-lane highway bisecting the town, makes a midday stroll through Kings Beach a precarious affair. Properly designed roundabouts would go far toward restoring the desired character to Kings Beach.

Roundabouts slow down traffic but ensure it remains at a steady flow, thus reducing congestion and the peril posed by speeding motorists. Bryce Keller of the North Tahoe Fire Department said roundabouts would likely benefit emergency vehicles.

Pedestrians would no longer have to cross four lanes of traffic and the one lane they did have to cross would only have cars moving in one direction. With roundabouts, drivers no longer run the risk of a head on collision and accidents that do happen are less severe.

Kings Beach skeptics have raised concerns that there is not enough room for a roundabout and that Caltrans will not permit a roundabout on a state highway. The first argument is a matter for engineers to work out. The second worry is not valid. A Caltrans spokesperson said if it were viable and had the support of the community, roundabouts in Kings Beach would be a real possibility.

* Roundabouts have been widely successful in Europe and are gaining popularity across the country. Where they have been unsuccessful, such as in Clearwater, Fla., poor design has been to blame.

If this community is going to spend \$26 million on sidewalks in Kings Beach, the project should affect a sweeping change for the better. Roundabouts would help ensure such an outcome.

EXHIBIT D

May 23, 2002

Land mines no answer to KB congestion

Tahoe World Editorial

One member of the public at Tuesday night's Kings Beach Core Improvements workshop called the roundabouts proposed for Kings Beach "visionary."

That is exactly what they are. Kings Beach residents are unparalleled in their tireless concern for their community. Blight, garbage, trailer parks, go the laundry list for reform reiterated religiously by a cadre of residents at public meeting after public meeting in Kings Beach.

The roundabouts proposed at the intersections of Highway 28 and Bear, Coon and possibly Fox streets, combined with a reduction from four to three lanes, are an opportunity to transform the feel of Kings Beach in one fell \$25 million swoop. A swoop at that price tag darn well better do some telling.

The current thinking as put forth by traffic engineer Gordon Shaw is that a three lane road with roundabouts through Kings Beach will be unable to handle future traffic flows, UNLESS we get rid of on-street parking.

That 'UNLESS' makes the proposal a no-go for many of the business owners along Highway 28. We say keep the on-street parking. All that means is on the busiest days of the year there's going to be more traffic in Kings Beach. Guess what? Short of land mines, there's going to be traffic in Kings Beach during the peak season.

The numbers presented by Shaw suggest there will be gridlock in Kings Beach irrespective of which plan is adopted, one participant keenly noted Tuesday. The roundabouts, coupled with three, instead of four, lanes of traffic, and the larger sidewalks that will accompany the lane reduction, will significantly alter the feel of Kings Beach.

We submit, that such changes would make Kings Beach the envy of the Tahoe Basin.

EXHIBIT E

March 14, 2002

Roundabouts a possible solution for Kings Beach

By Charles Levinson, Tahoe World *STAFF REPORTER*

Jennifer Merchant, as the head of the region's Transportation Management Association, is a meeting junkie. From the Tahoe City Public Utility District to the Tahoe Regional Planning Agency to the North Lake Tahoe Resort Association, Merchant can usually be found milling about the back rows at any of the aforementioned monthly board meetings.

As any frequent meeting attendee in North Tahoe knows, when boards meet, dissent is inevitable. Any public project no matter how innocuous it may seem, invariably breeds a throng of angry citizens decrying said project as a harbinger of doom.

Merchant and others responsible for creating and pushing public projects, theoretically for the public good, are generally a jaded lot, convinced that no matter what they propose, angry hordes will call it treasonous.

So when Merchant proclaimed the Feb. 27, Kings Beach Core Improvements Workshop "one of the best meetings I have ever attended," something was afoot.

"It was actually a group of people talking about a community project without complaining," Merchant said. "It was a positive meeting. There wasn't anything negative. Nobody yelled at anybody. It was a breath of fresh air as far as public meetings go."

Her proclamation was surprising, not least because the Kings Beach Core Improvements -- read sidewalks-- seemingly have all the ingredients for bureaucratic gridlock and public discontent.

The project, which is years in the works, recently ballooned in cost to \$26 million. The Lahontan Regional Water Quality Control Board, Placer County and those in Kings Beach pushing the project have all butted heads on the water treatment aspect of the project. Lahontan does not feel the project as is adequately treats run off before it reaches the lake. The changes desired by Lahontan would add millions of dollars to the project's total cost.

When the evening workshop convened two weeks ago at the North Tahoe Community Conference Center, workshop organizers prepared themselves for an onslaught of questions and concerns over water treatment. Instead, a contingent of the usual Kings Beach suspects brought forth their desire for roundabouts in lieu of stop lights in Kings Beach.

Roundabouts, the European solution to the left turn and the stoplight, would slow down the flow of traffic through Kings Beach while at the same time reducing congestion by keeping traffic flowing at a steady pace. Roundabouts would be easier to navigate than a four-lane highway for pedestrians, and would help retain the small town feel of Kings Beach.

"We don't want to look like South Shore," said roundabout proponent Theresa May Duggan. "Kings Beach is a village. We want the traffic to slow down, look at the beach and shop in our stores. We want our pedestrians to be celebrated."

Among others, Duggan, was joined by Chris Hennessey and Jim Gardner, both long time Kings Beach activists, in her push for roundabouts. Though Gardner said the roundabout idea was first broached three years ago, it didn't pick up steam until a visit last summer by the nationally acclaimed planning

.../article?Site=TW&Date=20020314&Category=NEWS&ArtNo=203140101&Ref=AR&Section12/5/02

consultant Dan Burden. Burden spent a day examining North Tahoe's traffic woes and that evening gave a presentation on, among other things, the benefits of roundabouts.

Burden's presentation seemed largely forgotten. The videotape of that presentation, until recently tucked away at Merchant's Dollar Hill office, somehow found its way into the hands of the Kings Beach contingent. They in turn brought a well-constructed argument for roundabouts to the sidewalk project's dismayed planners.

"They're passionate and they have ideas," said Merchant after the workshop. "They don't just say we don't want this and we don't that. They say what they do want."

Leah Kaufman, a local planning consultant and the public outreach coordinator for the Kings Beach sidewalks project, was equally uplifted by the experience.

"People really seemed to care about the community and were kind of looking at what would make it nicer," she said. "They didn't want to see an urban transition with a highway and strip malls on both sides. They wanted a true community and I think it is something we need to look at."

Meanwhile, in Clearwater, Fla., one need only mention the word roundabout to provoke a diatribe on inefficiency.

Clearwater is a beach town of about 106,000 people on Florida's Gulf Coast. Like Tahoe it experiences large seasonal influxes of tourists. The busiest week of the year in Clearwater is Spring Break when swarms of students descend upon the town and traffic becomes a nightmare.

The City of Clearwater has built two roundabouts since 1999 that have attracted international attention for the uproar they have caused in the community. The bigger of the two roundabouts opened in December 1999. Between Jan. 1, and Sept. 18, of 2000 there were 323 accidents, according to reports in the St. Petersburg Times.

"My mother does a prayer for me, because I have to drive [the roundabout]," one resident was quoted as saying in a March 2, article in the St. Petersburg Times.

The Wall St. Journal and every major London newspaper has covered the Clearwater roundabout fracas. The city has created a Roundabout Advisory Committee to address the numerous complaints pouring in and recently completed a quarter-million dollar roundabout redesign.

Of course not everyone opposes the roundabout in Clearwater Beach. John Doran is an attorney and real estate broker who has lived in Clearwater since 1983.

"I don't know how you managed to do it, but I think you managed to get one of the only people who thinks [the roundabout] was a good idea," he said. "It's moved more cars faster than anything we've had before."

Doran maintains that because it was new and different, there were a lot of fender benders in the first few months and that was responsible for much of the uproar. Accidents have steadily declined over time he said.

The Clearwater roundabout's failures have been largely due to poor design, according to just about everyone. And the Clearwater roundabout handles a peak traffic volume of more than 60,000 cars a day. A roundabout in Kings Beach would need to serve a maximum of 24,000 cars a day.

Date Printed = December 5th, 2002 - Page URL = <http://www.trans.ci.portland.or.us/trafficcalming/reports/trafficcircle/Execsum.htm>

[Page=/trafficcalming/reports/trafficcircle/Execsum.htm](http://trafficcalming/reports/trafficcircle/Execsum.htm)

Traffic Calming Peer Review Analysis of the Traffic Circle Program Executive Summary

Traffic circles have been an integral part of the City of Portland's Neighborhood Traffic Management Program (NTMP) for approximately five years. The NTMP has utilized traffic circles as a device to help meet the program objectives of better managing traffic on local streets. Specifically, traffic circles are used to reduce vehicle speeds and eliminate very fast vehicles on local residential streets. They are frequently chosen over other devices because they do not divert truly local traffic and do not restrict access to adjacent streets or land uses.

The City of Portland is just one of many cities throughout the United States and Europe employing traffic circles in this manner. Experience in these cities indicates that traffic circles are effective in reducing vehicle speeds and can reduce the number and severity of intersection accidents. However, the actual impact of these traffic circles and their potential effect on traffic speeds and intersection safety have not been previously evaluated in the City of Portland.

Several meetings were held with NTMP staff to define the role and scope of this peer review evaluation. The following tasks were conducted as part of this peer review for evaluating the effect of the NTMP traffic circles on vehicle speed and traffic safety:

1. Develop a method to evaluate how vehicles travel around traffic circles and determine if these speed profiles vary by any key traffic circle design elements.
2. Analyze changes in mid-block vehicle speed data that were collected before and after traffic circles were installed and determine if these changes differ by any key traffic circle design elements.
3. Analyze changes in the number and severity of accidents that occurred after the installation of traffic circles.
4. Observe traffic at each of the traffic circle sites under day time and night time conditions and assess their operational, visibility, and safety characteristics.

The results of this peer review study have clearly demonstrated that overall these traffic circles are successful at reducing the number of vehicles traveling at high speeds (30-35 mph) on residential streets. On many of these residential streets, 15 percent or more of the vehicles routinely exceeded 35 mph. After traffic circles were installed, vehicles rarely exceed 35 mph. The new larger circles (12 foot radius) appear to

Portland
M. H. S.
(5)

reduce vehicle speeds more than smaller traffic circle islands.

Moreover, this peer review analysis found that traffic circles have dramatically reduced, if not almost eliminated, reported accidents, especially multi-vehicle collisions. Overall, once traffic circle were installed the monthly rate of reported accidents decreased by 58 percent. For comparison, a special analysis of "control" intersections that are nearby the intersections that had traffic circles installed was conducted to verify that this reduction in accidents could not be attributed to other extraneous factors. This analysis found that during the same period that reported accidents dramatically decreased at intersections with traffic circles, reported accidents increased 6 percent at these nearby control intersection. It should be also noted that traffic volumes at intersections with traffic circles did not significantly change once the circle was installed.

Observations at the traffic circles installed by the NTMP found vehicles did not have any significant problems negotiating around the islands. However, their nighttime visibility can be improved. Several specific recommendations, including upgrading traffic circle delineators and signs, are detailed in this report. In addition, the City of Portland should establish a program of routinely inspecting these traffic circle intersections to assess their condition and operating characteristics during both daylight and nighttime conditions. Traffic circle intersections should also be inspected after an accident occurs in its vicinity.

PROJECT COMMENT SHEET

PAJINA COMENTARIO DEL PROYECTO

KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT/ PROYECTO COMMERCIAL MEJORAMIENTO DE KINGS BEACH PUBLIC WORKSHOP/TALLERO PÚBLICO EN PERSONA

THURSDAY, DECEMBER 5, 2002/JUEVES, DICIEMBRE 5, 2002
7 - 9 PM

Name/Nombre Judy Linton

Address/Domicilio 8331 Northlake Blvd., P.O. Box 39 Kings Beach CA

Comments/Comentarios It matters what you decide for our businesses

Property values on the blvd. I own a building & business on the blvd for 13 years

1) The premise is wrong that we are a pedestrian town - we have no shopping centers and the shops mainly left are service, food/restaurant/small lodges and office

2) no one can afford all these amenities - year round maintenance & repairs for sidewalks, planters, trash, etc. ~~Need~~ parallel parking and traffic slowed alot so people can see our businesses & signs and people can get across the street safely year round. We don't need trees to block our business visibility.

3) parking lots in the areas with high Mexican density aren't going to be used due to safety issues. The trailer parks, apartment houses, duplexes etc must be cleaned up and up to state & county codes. People don't even like using the basket ball courts in the summer because of all the Mexican gangs.

4) Use the Roadway B option - it would be better to have a roundabout on HWY 267 and 28 entering than so many right in the middle of town.

Please deposit this sheet into the comment box before the end of the Public Workshop (9 PM). Or if you wish, send comments by mail to Placer County Department of Public Works, P. O. Box 1909, Tahoe City, CA 96145, or by e-mail to Dan LaPlante (dlaplant@placer.ca.gov).

Antes de salir del Taller Público a las nueve de la noche (9 PM), ponga los comentarios en la caja de comentarios. O si quieren, pueden dar sus comentarios por correo: Al Condado de Placer, Departamento de Public Works, P. O. Box 1909, Tahoe City, CA 96145, O por correo electrónica a: dlaplant@placer.ca.gov

Gracias por su ayuda y cooperación. Si tiene cualquier pregunta por favor llame la oficina al numero (530) 581-6231.

5) See if you can extend sidewalk & bike trail up HWY 267 a ways so people can feel safe walking on the HWY 267 to town from houses & condos near town. Bike path so people can get to town to the regional park bike paths and forest service logging trails would really be helpful, just up to say Kingswood village maybe Kings Run but in that area. Bus service at least in the summer couple times a day from Kings Beach to Truckee with a stop at Northstar would help alot!

*re the numerous large
draft papers on July & Aug
weekends & holidays taken
up all the beach parking for
the State beach so that I know
damages businesses & know!*

PROJECT COMMENT SHEET

PÁGINA COMENTARIO DEL PROYECTO

**KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT/
PROYECTO COMMERCIAL MEJORAMIENTO DE KINGS BEACH
PUBLIC WORKSHOP/TALLERO PÚBLICO EN PERSONA**

**THURSDAY, DECEMBER 5, 2002/JUEVES, DICIEMBRE 5, 2002
7 - 9 PM**

Name/Nombre MARIL ANN BLURT
Address/Domicilio PO Box 347
Comments/Comentarios TAHOE VISTA Ca 96148

See sheet

Please deposit this sheet into the comment box before the end of the Public Workshop (9 PM). Or if you wish, send comments by mail to Placer County Department of Public Works, P. O. Box 1909, Tahoe City, CA 96145, or by e-mail to Dan LaPlante (dlaplant@placer.ca.gov).

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Gracias por su ayuda y cooperación. Si tiene cualquier pregunta por favor llame la oficina al numero (530) 581-6231.

PLACER COUNTY
DATE
RECEIVED
DEC 24 2002 LL
PLANNING DEPARTMENT

Dear Sirs,

;Thank you for letting me respond to your proposals.
po

Your plan of putting round-a-bouts in Kings Beach makes no sense. Round-a-bouts do nothing for anyone. First of all, you must be knowledgeable about driving in one. Who has the right of way, What does the yield mean when you are entering, and how do I get out of one? The population at North Tahoe is not educated to this. WE VOTE NO TO ANY ROUND-A-BOUNDS.

Your proposals to make lane changes is not good. If you have driven anywhere around the lake recently, you wait for 4 lanes to pass a truck, bus, or sight seer. My following a bus on Highway 89 from Emerald Bay to Tahoe City was very slow and the pollution from the bus was terrible. We need all the 4 lanes we can get.

Kings Beach needs its 4 lanes to keep traffic moving and safe.

What we need is more policemen to catch the speeders. Then every one will be able to make turns and stop when needed.

Why do we need side walks? We live at 6200 feet in the mountains. We are not a city but a town. You just need to enjoy what is here. And people do.

Just look at Tahoe City and see how silly they are. Not only did we lose half of our parking spaces, you have to wait for them to be shoveled to walk on them in the Winter.

To solve your parking spaces, put your drainage mosquito ponds under ground and make day use parking on top. In Kings Beach, Carnelian Bay, Tahoe City and Tahoe Vista.

Thank you.

Mary Ann Burt

PLACER COUNTY
DATE
RECEIVED

DEC 24 2014 *VB*

PLANNING DEPARTMENT

December 23, 2002

Mr. Charles Emmett
Transportation Projects Manager
Tahoe Transportation District
c/o Tahoe Regional Planning Agency
(via Fax: 775 588 4527)

cc: Lori Lawrence, Environmental Review Clerk
Jerry Wells, Deputy Director, TRPA
Theresa May Duggin, Chairwoman, NTRAC
John Paul Harries, League to Save Lake Tahoe

Re: Notice of Preparation, Kings Beach Core Improvement Project

Dear Mr. Emmett:

Thanks for taking a few minutes last week to discuss some of the concerns I have regarding the current proposal. Below, I have included the text of the comments I gave to the Placer County project team at the last meeting:

"We appreciate your response to the desire of many people in our community for a creative alternative to a 4-lane highway with stoplights. Option B is clearly an effort to give us the 2-lane highway with roundabouts that we would like, but we are concerned that Option B is designed to fail because of the placement and the size of the roundabouts.

(1) The roundabout placed at Fox Street would adversely affect the businesses, which is not good for our town and, by your own admission, would not be supported by the County anyway. Fox Street is also a key pedestrian hub.

(2) There should be a roundabout at 267; otherwise the free-flowing traffic from the east will be stopped at the intersection, causing backups to the roundabouts and undermining the entire design.

These issues were raised at a previous meeting, and the design does not appear to have been changed. We identified CalTrans policies flexible enough to create a good design, one that would reflect the values of the community. The roundabouts could be smaller. They could be located so that they support, rather

than impede, the existing patterns of pedestrian traffic. The lanes could be narrower enabling us to keep existing businesses and properties.

What will it take to get these modifications incorporated into Option B?"

So, in writing this letter I'm asking that a "community-based" option, "Option C", be included in the options evaluated in the EIR/EIS. This third option would include one travel lane in each direction; sensible placement of roundabouts instead of stop lights; and the creative application of current CalTrans policies to facilitate "Context Sensitive Design." The proposal should be further refined to include:

- There should be a roundabout 300 feet west of Chipmunk (east/west traffic only, no side streets) to announce arrival in Kings Beach. Provides opportunity for sculpture or landscape detail to help establish artistic theme envisioned for Kings Beach in the community plan. Roundabout in this location will begin to slow traffic prior to reaching Fox Street.
- The Fox Street/Highway 28 intersection is a very active pedestrian node in Kings Beach. Instead of placing a roundabout at this intersection—a roundabout that would harm or destroy several viable businesses—design a pedestrian crossing point that recognizes existing pedestrian circulation patterns. A similar "pedestrian crossing plaza" could also be located at Deer Street, another busy crossing point.
- "Option C" should include sections of landscaped infiltration facilities in the center median with occasional left turn pockets. Along with improving scenic quality, the objective of landscaped medians is also to provide a measurable reduction in land coverage. Landscaping, "pocket" art plazas, transit stops, bicycle facilities, lighting and street furniture, to name a few, would also be included in the proposal. Best Management Practices such as the drainage improvements would remain a part of the proposal.

Along with improving safety conditions for pedestrians, one of the key objectives of the proposal should be the revitalization of downtown Kings